

The Hongkong Telegraph.

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FRIDAY, DECEMBER 10, 1905

五拜禮

號九十月二十年一十三

Single Copy, 10 Cents

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$10,000,000
Sinking Reserve.....\$10,000,000
Silver Reserve.....\$10,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman.
A. HAUPT, Esq., Deputy Chairman.
Hon. C. W. DICKSON, Esq.
E. COATS, Esq.
C. R. LEHMANN, Esq.
G. H. MEDHURST, Esq.
A. J. RAYMOND, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

INTEREST ALLOWED:
On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
J. R. M. SMITH, Chief Manager.

Hongkong, 16th November, 1905. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.
Depositors may transfer at their option balances of \$1000 or more to the HONGKONG AND SHANGHAI BANKING CORPORATION, to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH, Chief Manager.

Hongkong, 1st May, 1905. [23]

DEUTSCH ASIATISCHE BANK

AUTHORIZED CAPITAL.....Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hankow, Peking, Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank), Direction der Disconto-Gesellschaft, Deutsche Bank, S. Bleichroeder, Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie, Robert Warshawsky & Co., Mendelssohn & Co., M. A. von Rothschild & Soehne, Frankfurt, Jacob S. H. Stern, Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim Jr. & Co., Koeln, Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS, THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCH BANK (BERLIN), LONDON AGENCY, DIRECTION DER DISCONTO-GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER, Sub-Manager.

Hongkong, 9th September, 1905. [21]

YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED.....Yen 24,000,000

CAPITAL PAID-UP....." 18,000,000

CAPITAL UNPAID-UP....." 6,000,000

RESERVE FUND....." 9,940,000

Head Office—YOKOHAMA

Branches and Agencies:

TOKIO, HONOLULU, NAGASAKI, SHANGHAI, LYONS, NEWCHANG, SAN FRANCISCO, MUKDEN, BOMBAY, PORT ARTHUR, TIENTSIN, CHEFOO, PEKING, DALNY, KOBE, TIE-LING, LONDON, OSAKA, NEW YORK.

LONDON BANKERS:

THE LONDON JOINT STOCK BANK, LD., PARKS BANK, LD., THE UNION OF LONDON AND SMITH'S BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED

On Current Account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposits for 12 months at 5 per cent.

On fixed deposits for 6 months at 4 per cent.

On fixed deposits for 3 months at 3 per cent.

On fixed deposits for 1 month at 2 per cent.

On fixed deposits for 1 week at 1 per cent.

On fixed deposits for 1 day at 1/2 per cent.

On fixed deposits for 1 hour at 1/4 per cent.

On fixed deposits for 1 minute at 1/8 per cent.

On fixed deposits for 1 second at 1/16 per cent.

On fixed deposits for 1/1000th of a second at 1/32000 per cent.

On fixed deposits for 1/10000th of a second at 1/64000 per cent.

On fixed deposits for 1/100000th of a second at 1/128000 per cent.

On fixed deposits for 1/1000000th of a second at 1/256000 per cent.

On fixed deposits for 1/10000000th of a second at 1/512000 per cent.

On fixed deposits for 1/100000000th of a second at 1/1024000 per cent.

On fixed deposits for 1/1000000000th of a second at 1/2048000 per cent.

On fixed deposits for 1/10000000000th of a second at 1/4096000 per cent.

On fixed deposits for 1/100000000000th of a second at 1/8192000 per cent.

On fixed deposits for 1/1000000000000th of a second at 1/16384000 per cent.

On fixed deposits for 1/10000000000000th of a second at 1/32768000 per cent.

On fixed deposits for 1/100000000000000th of a second at 1/65536000 per cent.

On fixed deposits for 1/1000000000000000th of a second at 1/131072000 per cent.

On fixed deposits for 1/10000000000000000th of a second at 1/262144000 per cent.

On fixed deposits for 1/100000000000000000th of a second at 1/524288000 per cent.

On fixed deposits for 1/1000000000000000000th of a second at 1/1048576000 per cent.

On fixed deposits for 1/10000000000000000000th of a second at 1/2097152000 per cent.

On fixed deposits for 1/100000000000000000000th of a second at 1/4194304000 per cent.

On fixed deposits for 1/1000000000000000000000th of a second at 1/8388608000 per cent.

On fixed deposits for 1/10000000000000000000000th of a second at 1/16777216000 per cent.

On fixed deposits for 1/100000000000000000000000th of a second at 1/33554432000 per cent.

On fixed deposits for 1/1000000000000000000000000th of a second at 1/67108864000 per cent.

On fixed deposits for 1/10000000000000000000000000th of a second at 1/134217728000 per cent.

On fixed deposits for 1/100000000000000000000000000th of a second at 1/268435456000 per cent.

On fixed deposits for 1/1000000000000000000000000000th of a second at 1/536870912000 per cent.

On fixed deposits for 1/10000000000000000000000000000th of a second at 1/1073741824000 per cent.

On fixed deposits for 1/100000000000000000000000000000th of a second at 1/2147483648000 per cent.

On fixed deposits for 1/1000000000000000000000000000000th of a second at 1/4294967296000 per cent.

On fixed deposits for 1/10000000000000000000000000000000th of a second at 1/8589934592000 per cent.

On fixed deposits for 1/100000000000000000000000000000000th of a second at 1/17179869184000 per cent.

On fixed deposits for 1/1000000000000000000000000000000000th of a second at 1/34359738368000 per cent.

On fixed deposits for 1/10000000000000000000000000000000000th of a second at 1/68719476736000 per cent.

On fixed deposits for 1/100000000000000000000000000000000000th of a second at 1/137438953472000 per cent.

On fixed deposits for 1/1000000000000000000000000000000000000th of a second at 1/274877906944000 per cent.

On fixed deposits for 1/10000000000000000000000000000000000000th of a second at 1/549755813888000 per cent.

On fixed deposits for 1/100000000000000000000000000000000000000th of a second at 1/1099511627776000 per cent.

On fixed deposits for 1/1000000000000000000000000000000000000000th of a second at 1/2199023255552000 per cent.

On fixed deposits for 1/100th of a second at 1/4398046511104000 per cent.

On fixed deposits for 1/1000th of a second at 1/8796093022208000 per cent.

On fixed deposits for 1/100th of a second at 1/17592186044416000 per cent.

On fixed deposits for 1/1000th of a second at 1/35184372088832000 per cent.

On fixed deposits for 1/100th of a second at 1/70368744177664000 per cent.

On fixed deposits for 1/1000th of a second at 1/140737488355328000 per cent.

On fixed deposits for 1/100th of a second at 1/281474976710656000 per cent.

On fixed deposits for 1/1000th of a second at 1/562949953421312000 per cent.

On fixed deposits for 1/100th of a second at 1/1125899906842624000 per cent.

On fixed deposits for 1/1000th of a second at 1/2251799813685248000 per cent.

On fixed deposits for 1/100th of a second at 1/4503599627370496000 per cent.

On fixed deposits for 1/1000th of a second at 1/9007199254740992000 per cent.

On fixed deposits for 1/100th of a second at 1/18014398509481984000 per cent.

On fixed deposits for 1/1000th of a second at 1/36028797018963968000 per cent.

On fixed deposits for 1/100th of a second at 1/72057594037927936000 per cent.

On fixed deposits for 1/1000th of a second at 1/144115188075855872000 per cent.

On fixed deposits for 1/100th of a second at 1/288230376151711744000 per cent.

On fixed deposits for 1/1000th of a second at 1/576460752303423488000 per cent.

On fixed deposits for 1/100th of a second at 1/115292150460684696000 per cent.

On fixed deposits for 1/1000th of a second at 1/230584300921369392000 per cent.

On fixed deposits for 1/100th of a second at 1/461168601842738784000 per cent.

On fixed deposits for 1/1000th of a second at 1/922337203685477568000 per cent.

On fixed deposits for 1/100th of a second at 1/1844674407370955136000 per cent.

On fixed deposits for 1/1000th of a second at 1/3689348814741910272000 per cent.

On fixed deposits for 1/100th of a second at 1/7378697629483820544000 per cent.

On fixed deposits for 1/1000th of a second at 1/14757395258967641088000 per cent.

On fixed deposits for 1/100th of a second at 1/29514790517935282176000 per cent.

On fixed deposits for 1/1000th of a second at 1/59029581035870564352000 per cent.

On fixed deposits for 1/100th of a second at 1/118059162071741128704000 per cent.

Ships.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	OCEANA	About 30th December	Freight and Passage.
LONDON, &c.	CHUSAN	Dec. 30th, Noon	See Special Advertisement.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 27th December, 1905. [2]

Intimations.

LANE, CRAWFORD & CO.

HARDWARE DEPARTMENT.

NEW STOCKS JUST ARRIVED

BRASS CURBS, FENDERS, BRASSES, FIRE IRONS & DOGS, COAL VASES.

RIPPINGILL'S OIL-HEATING STOVES.

SLOW COMBUSTION STOVES.

COOKING UTENSILS OF ALL DESCRIPTIONS.

HINK'S LAMPS & LAMP SHADES.

KENT'S CELEBRATED BRUSHES

CASH, DESPATCH, & DEED BOXES.

LANE, CRAWFORD & CO.

Hongkong, 30th October, 1905. [34]

TURKISH CIGARETTES.

JOHN PETRINO & CO.

GRAND FORMAT	Per Tin of	50	\$1.75
GOLD TIPPED	"	50	1.60
STAR OF INDIA	"	100	2.75
PRINCESS	"	100	2.20
NON PLUS ULTRA	"	100	2.00
DAMAS	"	100	1.75

SOLE AGENTS

CALDBECK MACGREGOR & CO.,
15, Queen's Road Central.

Hongkong, 8th December, 1905. [17]

THE ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS.

HONGKONG, SHANGHAI AND MANILA.

SPECIALISTS

RAILWAYS, MINES, WATER SUPPLIES,
REINFORCED CONCRETE, CONCRETE PILES.

ALEXANDRA BUILDINGS,
HONGKONG.

Hongkong, 12th July, 1905. [208]

THE UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING OF THE UNION INSURANCE SOCIETY OF CANTON, LIMITED, will be held at the Registered Office of the Society, No. 7, Queen's Buildings, Victoria, in the Colony of Hongkong, on THURSDAY, the 4th day of January, 1906, at 11.30 o'clock in the forenoon, when the subjoined Resolution which was passed at the Extraordinary General Meeting of the Company held on the 20th day of December, 1905, will be submitted for confirmation as a Special Resolution.

"That the Capital of the Society be increased to \$1,100,000 by the creation of 2,400 additional ordinary shares of \$50 each."

"(whereof \$100 shall be credited as paid up) ranking for dividend and in all other respects pari passu with the existing ordinary shares of the Society; and that the said additional shares, so far as shall be necessary for the purpose, be issued to those shareholders of the CHINA TRADERS' INSURANCE COMPANY, LIMITED, who have accepted or shall accept the Society's offer, made 40, then on the 28th August, 1905, such issue being in accordance with the terms of a contract or memorandum in writing made or to be made pursuant to the said offer and to be filed with the Registrar of Companies; and that the balance, if any, of the said additional shares be disposed of by the Board in such manner as it shall think most beneficial to the Society."

Dated the 20th day of December, 1905.
By Order of the Board.

W. J. SAUNDERS,
Secretary.

NEW YEAR HOLIDAY.

IN accordance with the Provisions of Ordinance No. 6 of 1874 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 1st January, 1906.
Hongkong, 27th December, 1905. [191]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,365 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	G. F. Morrison, R.M.R.
"FATSHAN,"	2,260 "	R. D. Thomas.
"HANKOW,"	3,073 "	C. V. Lloyd.
"KINSHAN,"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 538 tons, Captain W. A. Valentine.

S.S. "NANNING," 590 tons, Captain C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., calling at Yuchi, Yanning, Kunchuk, Kau-Kong, Samshui, Howli, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Dohing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.
Canton to Tak Hing, Single \$12.50, Return \$21.00.
Canton to Samshui, Single, \$7.50.

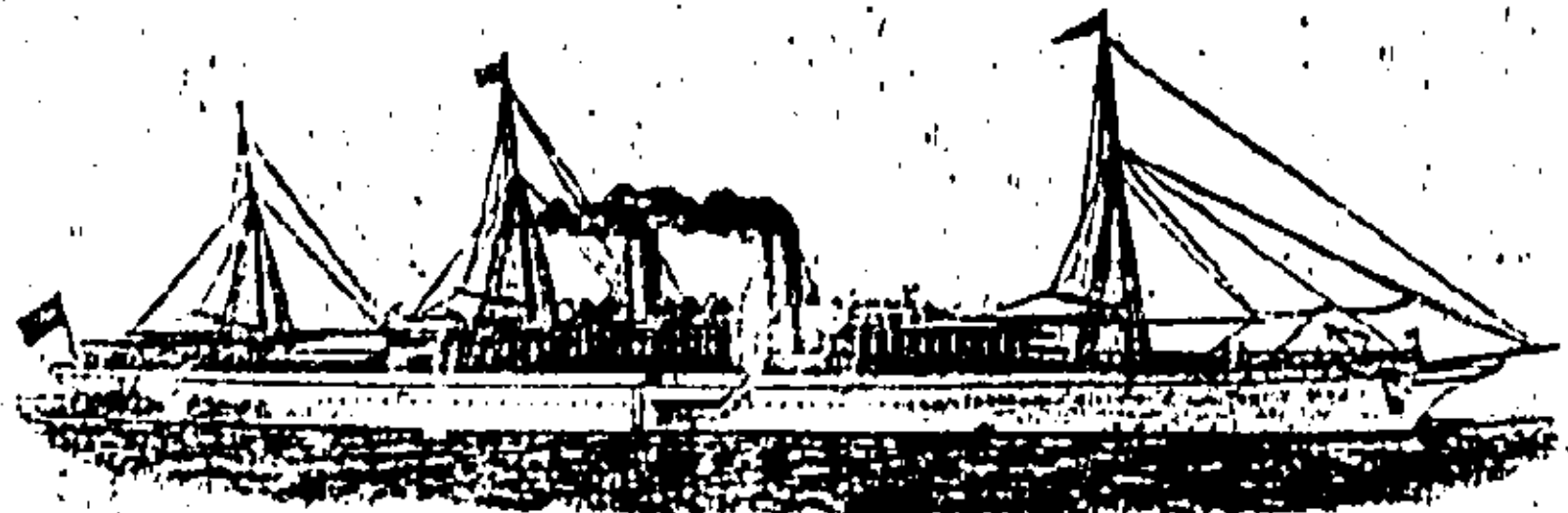
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 8th September, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving: 3 to 7 Days Ocean Trial.
12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	Tons.	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF CHINA,"	6,000	WEDNESDAY, Jan. 10	Jan. 31
"ATHENIAN,"	2,440	WEDNESDAY, Jan. 24	Feb. 17
"EMPEROR OF INDIA,"	6,000	WEDNESDAY, Feb. 7	Feb. 28
"TARTAR,"	4,125	WEDNESDAY, Feb. 21	Mar. 17
"EMPEROR OF JAPAN,"	6,000	WEDNESDAY, Mar. 7	Mar. 28

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, \$100. 2nd Class, \$60. 3rd Class, \$40. Via New York \$62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail, \$40. 2nd Class, \$25. 3rd Class, \$15.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal ports to and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China, and Japan Governments.

For further information, Maps, Routes, Rates of Freight and Passage, apply to D. E. BROWN, General Agent.

Hongkong, 13th December, 1905. Corner Pedder Street and Praya, opposite Blake Pier. [10]

HAMBURG-AMERIKA LINIE. OCEANIC SERVICE.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AMBRIA	HAVRE AND HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	16th Jan. } Freight.
BRISGAVIA	HAVRE AND HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	24th Jan. } Freight.
RHENANIA	HAVRE AND HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	7th Feb. } Freight and Passengers.

FOR ODESSA (DIRECT).

(Calling at SINGAPORE and COLOMBO).

ARCADIA, Captain Schmidt, about 29th December, Freight.

RHAETIA, Captain Behrens, about 30th December, Freight.

ANDALUSIA, Captain Filler, about beginning of January, Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity.

Duly qualified Doctors are carried.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, King's Buildings.

Hongkong, 29th December, 1905.

HOTEL CRAIGIEBURN, PLUNKET'S GAP, THE PEAK, near the TRAM TERMINUS, Tel. 50.

For Terms, &c., apply to the

MANAGER.

Hongkong, 22d July, 1900.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR:

SINGAPORE, PENANG, COLOMBO, ADEN, SUET, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

Also

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ BITEL FRIEDRICH	WEDNESDAY, 3rd January, 1906.
GNEISENAU	WEDNESDAY, 17th January.
ROON	WEDNESDAY, 31st January.
PREUSSEN	WEDNESDAY, 14th February.
ZIETEN	WEDNESDAY, 28th February.
PRINCESS ALICE	WEDNESDAY, 14th March.
BAVERN	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 11th April.
PRINZ BITEL FRIEDRICH	WEDNESDAY, 25th April.
SCHENK	WEDNESDAY, 9th May.
PRINZ HAINRICH	WEDNESDAY, 23rd May.
ROON	WEDNESDAY, 6th June.
PREUSSEN	WEDNESDAY, 20th June.
ZIETEN	WEDNESDAY, 4th July.

ON WEDNESDAY, the 3rd day of January, 1906, at Noon, the Steamship PRINZ BITEL FRIEDRICH, Capt. E. Malchow, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above. Calling at NAPLES and GENOA. Shipping Orders will be granted till Noon, on MONDAY, the 1st January, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 2nd January, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 2nd January. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERT-SHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	Tons.	SAILING DATES.
PRINZ WALDEMAR	3,227	TUESDAY, 6th January.
PRINZ SIGISMUND	3,302	TUESDAY, 6th February.
WILHELM	4,762	TUESDAY, 6th March.

ON TUESDAY, the 9th January, 1906, at Noon, the Steamship PRINZ WALDEMAR, Capt. C. Wollemas, with Mails, Passengers and Cargo, will leave this Port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

DIRECT FOR YOKOHAMA AND KOBE.

FOR	STEAMER	ABOUT
YOKOHAMA & KOBE	PRINZ SIGISMUND	TUESDAY, 16th Jan.
SHANGHAI, TSINGTAU, NAGASAKI, KOBE & ROON		WEDNESDAY, 3rd Jan.
YOKOHAMA, SHANGHAI, NAGASAKI, PREUSSEN		WEDNESDAY, 17th Jan.
KOBE & YOKOHAMA		WEDNESDAY, 17th Jan.

* Reaching Yokohama in less than 6 days.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 21st December, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 1/2 DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30.

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 23rd December, 1905.

JAVA-CHINA-JAPAN LINE. REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAH	JAPAN	First half January	JAVA PORTS	First half January
TJILIWONG	JAVA	First half January	JAPAN VIA SHANGHAI	Second half January
TJILATJAP	JAVA	Second half January	JAPAN VIA SHANGHAI	First half February
TJIPANAS	JAPAN	Second half January	JAVA PORTS	First half February

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LINE.

Telephone No. 375, YORK BUILDING, 1st Floor, Hongkong, 23rd December, 1905.

Dentistry.

Dr. M. H. CHAN, THE LATEST METHOD of the AMERICAN SYSTEM OF DENTISTRY, 37, DES VOUX ROAD CENTRAL, From the University of Pennsylvania, U.S.A. Hongkong, 22nd July, 1905. [67]	TSIN TING, LATEST METHODS OF DENTISTRY, STUDIO AT NO. 14, D'AGUIAR STREET, REASONABLE FEES, Consultation Free. Hongkong, 20th July, 1905. [66]
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Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 314 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.5 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 373, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. 3. C. 4th and 5th Ed. Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

Homeward Passenger Season, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to Colombo:	Leave HONGKONG.	Connecting Steamers from Colombo to MARSEILLES & LONDON.	Due at MARSEILLES (Brindisi) 3 days earlier,	Due at PLYMOUTH (London) 1 day later.		
	Tons.	Noon, Saturday.				
ARCADIA	7,000.	Feb. 19.	BRITANNIA	7,000	Mar. 10.	Mar. 16.
DELHI	8,000.	Feb. 24.	MOLDAVIA	10,000	Mar. 24.	Mar. 30.
DONGOLA	8,000.	Mar. 10.	MONG LIA	10,000	April 7.	April 13.
DELTA	8,000.	Mar. 24.	MOOLTAN	10,000	April 21.	April 27.
OCEANA	7,000.	April 7.	MARNORA	10,500	May 5.	May 11.
					Sunday.	Saturday.
ARCADIA	7,000.	April 21.	VICTORIA	7,000	May 20.	May 26.
DEVANHA	8,000.	May 5.	HIMALAYA	7,000	June 3.	June 9.
DONGOLA	8,000.	May 19.	INDIA	8,000	June 17.	June 23.
Passenger change, steamers at Colombo, and those for Brindisi transfer also to the Victoria Mail Steamer at Port Said.						

Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking. In addition to the above M. S. Steamers the following

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Tonnage.	LEAVE HONGKONG	DUE AT LONDON
		About	About
JAPAN	4,500	Feb. 14	Mar. 31
SUMATRA	4,500	Feb. 28	Apr. 14
NUBIA	8,000	Mar. 14	Apr. 28
JAVA	4,500	Mar. 28	May 12
FORMOSA	4,500	April 11	May 25

These Steamers call also at Singapore, Penang, Colombo, and at Malin or Marseilles.

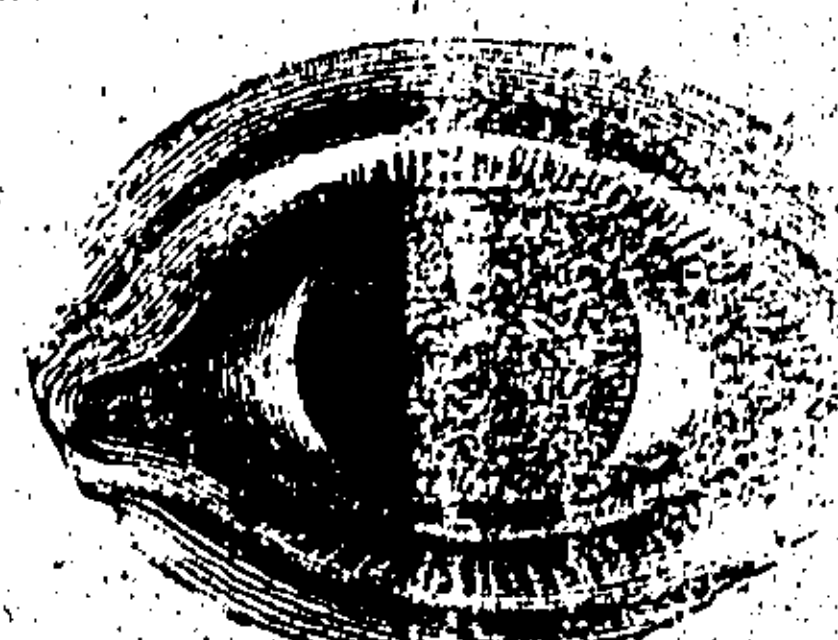
* "JAPAN," "CEYLON" and "FORMOSA" carry only First Saloon Passengers.

For Passage, apply to—

E. A. HEWETT, Superintendent.

Hongkong, 13th December, 1905.

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EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN, 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI, 21, John Street, Bedford Row, W.C. 59, Bentinck Street, 565, Nanking Road. Hongkong, 27th November, 1905.

Hotels.

CONNAUGHT HOTEL. HONGKONG. Telephone, No. 170.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANKS, PRINCIPAL OFFICES and in the MAIN STREET.

Large and lofty Rooms, Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water Baths and Shower Baths. Launch Service for Guests.

Flash Water Lavatories. Excellent Cuisine and Wines. Under European Management.

Hongkong, 16th June, 1905.

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VICTORIA HOTEL, SHAM EEN, CANTON. MACAO HOTEL, MACAO, CHINA.

ON THE BRITISH CONCESSION. IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

TOURISTS.

W. J. FARMER, Proprietor.

Intimations.



E

BLEND.

VERY OLD

LIQUEUR

SCOTCH

WHISKY.

Per Dozen - - \$16.50

J. S. WATSON & CO.

LIM PET

WINE & SPIRIT

MERCHANTS,

ALEXANDRA BUILDINGS.

Hongkong, 28th October, 1905.

BAHADUR
CIGARS.

THE
PREMIER CIGAR

OF

INDIA.

No. 1 - \$2.75 - per 100

No. 2 - \$2.50 - per 100

No. 3 - \$2.25 - per 100

Gregor & Co.,

SOLE AGENTS

Hongkong, 8th July, 1905.

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All communications intended for publication in "The Hongkong Telegraph" should be addressed to The Editor, 1, The Hongkong Telegraph, and should be accompanied by the Writer's Name and Address. Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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The Hongkong Telegraph

HONGKONG, FRIDAY, DECEMBER 29, 1905.

LEKIN AGAIN.

More than three years ago Sir James Mackay had the satisfaction of bringing to a successful conclusion the negotiations for a commercial treaty with China. The main result of his labours provided for the complete abolition of the internal custom barrier between the respective provinces of the Empire and known as lekin, which is imposed on all goods, native and foreign, throughout China. This illegal exaction has, for years past, been a source of annoyance and loss to the foreign trader who rightly considers that by the substitution of a new tariff many of the old evils will be done away with and an impetus given to the foreign trade of the country. Since the signing of the Treaty merchants and others have been eagerly awaiting the carrying out of this reform the provisions of which, if honestly observed, would do away with all obstacles to the free circulation of foreign imports in the interior besides limiting the internal duty on exports to a single payment of 2½ per cent in the interior and 5 per cent at ports. Moreover, an observance of the Treaty means that the payments on native produce for native consumption will be reduced to a single payment en route and to the consumption tax, while duties in transit, with the delay, vexation, and abuses they involve would for all time disappear on foreign imports, and should be reduced to a minimum on all native trade whether export or otherwise. This was the substance of the 1902 Treaty so far as lekin is concerned, and although it was made apparent that the provisions could only come into force when the other Powers agreed to enter into the same engagements, it was plain that other nations, in proportion to their Chinese trade, would benefit equally with Great Britain by the freedom procured for them. It was not likely that they were going to refuse to accept benefits merely because they were gained through British initiative. All nations were offered precisely the same advantages, and the pressure they could exercise on the Government at Peking would be almost irresistible in securing the faithful performance of the obligations of the Treaty. But promises of China are long in being fulfilled. Among other things the Treaty contained a promise that the Empire would take the necessary steps to provide for a uniform national coinage, would remove within two years the artificial obstructions to navigation in the Canton River, and would investigate with a British Commission, the missionary question in China, and if possible devise means for securing permanent peace between converts and non-converts. Neither of these provisions have so far been effectually dealt with, although, of course, the removal of the barriers in the Canton River, is nearer completion than was the case at the expiration of the stipulated period. The abolition of lekin was to come into effect on 1st January next, the date of the new tariff, and a few months back the Chinese Government gave an indication that they were not entirely ignorant of the obligations they had failed to perform. They telegraphed to the Viceroy and Governors of the Provinces throughout the Empire to ascertain whether the abolition of the lekin stations could be carried out immediately. And now comes the answer, the Peking and Tientsin Times declaring that the Waiwupu suggests another year's delay in order that the revenue derived from lekin may be devoted to measures included in the new reform propaganda, in China. As Sir Tientsin contemporary points out "this breach of faith is an overdraft on foreign confidence, and forbearance which, must pay its interest, and we trust that an equitable balance will be maintained in the diplomatic game of give and take."

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory.
On the 29th at 11.55 a.m. The barometer has fallen over China and Formosa.
Pressure is highest over N. China and lowest over the Pacific to the SE. of Formosa, where a depression may be forming.
Fresh to strong N.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.
Forecast—fresh N. winds; showery.

LOCAL AND GENERAL.

THE Queen's Food for the Unemployed is attracting to the metropolis hundreds of tramps from the provinces.

THERE is growing indignation at the brutality of American football. Thirteen players have been killed and 37 seriously injured during the present season.

THE Rev. J. A. Dowie has secured land in Mexico for the Zion paradise plantations. He attributes his recovery from a recent attack of paralysis to prayer.

FIRST-CLASS Staff Sergeant Major T. Few and Staff Sergeant Major H. S. Owendon, Army Service Corps, have been ordered to Singapore and Hongkong respectively for duty.

THE bounties paid since 1881 to encourage French shipping total £16,000,000. Notwithstanding this, the proportion of French vessels has fallen in home and colonial ports from 37 per cent of all nationalities to 18 per cent.

"HOW to Identify Old China" is the title of a book which clearly needs a long-felt want. What with Kiao-chow, Wei-hai-weis and Kwang-chow-wans, and the often-mentioned Manchuria, it is very often only too difficult to say what is and is not China.

It is said that the Russians in the district to be handed over to the Japanese garrison are now busily engaged in destroying with mines defence works they constructed during the war in order to prevent anything being known of their secret method of construction.

CAPTAIN E. M. M. Seddon, R.G.A., who has just been appointed to the command of a company of the Hongkong Singapore Battalion Royal Garrison Artillery, has served in the artillery since February, 1888. He was employed some time back with the artillery in India.

WORK in the shipbuilding trade at Belfast is fairly brisk, and orders at present in hand will keep the yards busy for some months to come. There will be four launches during the next five weeks, says a home paper received this morning, beginning with the Holt liner *Bellerophon*. Keels are laid down almost as fast as there is a vacant slip, and among the vessels now being built in the yards are the White Star liner *Adriatic*, of 23,000 tons, which will be launched next year, a Hamburg-American liner, and another Holt liner.

SEVEN young Chinese students, accompanied by Mr. N. E. Cornish, of the Kiangnan Arsenal at Shanghai, have arrived in London. They have gone to England to learn the making of guns, rifle, and ammunition. Messrs. W. G. Armstrong have agreed to take three at their Tyne gunworks, two will go to the Government rifle factory at Enfield, and two to Messrs. Kynoch's ammunition works. Eight Chinese youths have also been apprenticed at the famous German gun-manufacture of Krupp, and to have joined the Austrian Army as cadets.

THE *L. & C. Express* says:—It is stated that we shall soon be buying our fresh eggs from China. The idea comes from Mr. Poole, of Messrs. C. Poole, Lauder, and Co. His business is that of importing furs, and he was in the Far East collecting them when the Russian war broke out. He was one of the last Englishmen to escape from Port Arthur before the siege, and he brought with him a consignment, and found the experiment a great success. The firm shipped 20 barrels of these eggs, 125 dozen in each barrel, last March. They are preserved by a secret process, which keeps them good for at least twelve months.

A NEW large Holt liner for the Ocean Steamship Company, of Liverpool, was launched at Hebburn by Messrs. R. and W. Hawthorn, Leslie and Co., on 25th ult. She is the first of two sister ships at present under construction at Hebburn Yard for Messrs. Holt. The steamer, which was named *Tenzer*, is 482 ft. long by 58 ft. beam, and when completed will run in the Eastern trade, for which she is specially designed. The propelling machinery is being constructed by the North-Eastern Marine Engineering Company. It consists of two sets of triple-expansion engines, with cylinders 23, 38, and 65 in. in diameter, by 48 in. stroke, steam being supplied by three large boilers.

"Do you owe this money?" asked His Honour of a defendant in the petty Debts Court this morning. "Not a cent do I owe, to him or anyone," replied the young and attractive Chinese lady defendant. "The claim was preferred by a tailor, and was for clothes made and supplied, in April and June last to the amount of \$33.50. 'What sort of clothes were supplied?' asked His Honour. "The same as the lady is wearing, or silk clothes? Because, if they are the same as she is wearing, the tailor is entitled to recover, but I am not at all sure that, if they are silk, he is entitled to recover as they would be goods supplied to enable her to carry on a nefarious trade." The case was adjourned *sine die* for further evidence.

ON 25th ult. Messrs. William Dobson and Co. launched at Walker-on-tyne a steel screw steamer built to the order of the Indo-China Steam Navigation Company, Ltd., for their China coast service. The vessel is of the spar-deck type, with bridge and forecastle, of the following dimensions:—Length between perpendiculars, 765 ft.; breadth, 40 ft.; depth, moulded, 23 ft. She is designed to carry a deadweight of about 2,600 tons on a light draught and steam at a good speed. The propelling machinery, which is being constructed by the North-Eastern Marine Engineering Company, Ltd., of Wallsend, consists of a set of triple-expansion engines, having cylinders 29, 35, and 54 in. in diameter, and 30-in. stroke. Steam is supplied by one large single-ended boiler, fitted with forced draught. The vessel was named *Cheong Sing* ("Prosperous Protection").

THE P. and O. Company's steamer *India* left London on Nov. 24 with the following specie:—For Hongkong: Coin silver, £6,867.

ACCORDING to the judgment given to the Admiralty Court the *Clan Cumming* was solely responsible for the colliding with the steamer *Chilham* in the Suez Canal.

CAPTAIN I. R. S. Shinkwin, Army Service Corps, is appointed a member of the Garrison Recreation Committee vice Captain E. C. L. Fitzwilliams, Army Service Corps.

MONDAY and Tuesday, the 1st and 2nd proximo, will be observed as holidays by the troops in Garrison. Military offices will be closed except for despatch of pressing business.

JAPAN and Russia want silver; there is a favourable Indian trade balance, and with the export of capital both to India, China, and Japan, the outlook for silver is certainly promising.

AN icebreaker ordered by Messrs. Kunst and Alberts, of Hamburg and Vladivostok, has undergone a successful trial trip, and will be transported to Vladivostok by the Hamburg-America Line. The icebreaker, which was built by H. C. Sulcken and Son, Hamburg, is named *Paul*, and has engines of 180 h.p.

A BURLY gentleman rushed into the Supreme Court this morning while the Summary Court was in session, under the presidency of His Honour, Mr. A. G. Wise, Puisne Judge, and wildly waving a cheque, shouted "I'll pay, I'll pay, I'll pay." But His Honour said, "You're too late, I have given judgment with costs."

DESPITE the greatest precautions, there is, unfortunately, no sign of the abatement of the plague, says the *Japan Chronicle* of 21st inst. On the contrary, cases are now reported from the interior, one from Kishiwada, south of Sakai, and another from Omura. The total from the outbreak is now 112, of which 86 have proved fatal. A further sum of ¥10,300 has been appointed by the Osaka Municipality for the purchase of disinfecting apparatus.

By kind permission of Lieut.-Col. A. G. Fitton, D.S.O., and Officers, the Band of the 2nd Bait. "The Queen's Own" (Royal West Kent Regt.) will play the following programme of music, during dinner, at the Hongkong Hotel, on Sunday, 31st inst.:—

Grand March....."Opus 108".....Mendelssohn
Overture....."Baker and Dichter".....Suppe
Selection from....."Lohengrin".....Wagner
O'Gladsone Light from....."The Golden Legend".....Sullivan
Song (Cappellion Solo)....."Naxos".....Gounod
March....."Memento Musical".....Schubert
Selection....."Songs of Told".....Art. Pongler
Chorus....."The Heavens are Telling".....Haydn
And Save the King.

SIR George Newnes and others are forming a company with a large capital to develop the shale deposits of New South Wales. The scheme outlined by the Australian representative of the English capitalists in June last, provides for opening up extensive shale country between the Wolgan and Capotee Valleys, and the establishment of retorting works and refineries to deal with by-products. A half a million sterling was mentioned as the capital likely to be raised for this proposal which it is estimated will find employment for at least 1000 or 1500 hands.

His Lordship, Sir Francis Pigott, Chief Justice, and Lady Pigott, were "at home" to the children of the Colony yesterday afternoon, the occasion being a children's fancy dress ball. A pretty and pleasing function it proved. The *Locals* was "Mountain Lodge," which has been kindly lent to Sir Francis and Lady Pigott while their own house is being prepared and "put in order" for them, and everybody knows how well the interior arrangements of the Lodge lend themselves to entertainments of this nature. Dancing was indulged in by the little ones until they were tired, when a partook of dainty refreshments, after which Mrs. Painter, assisted by some dozen helpers, gave a "wax-works" exhibition which heartily delighted the youngsters and sent them away about 7.30 p.m. in a very merry mood, all with a grateful word for their kind host and hostess, whose more serious work then began in the entertainment at dinner, and a subsequent informal dance of a number of ladies and gentlemen.

MR. Oliver Bainbridge intends talking to the schoolboys of the Colony on Tuesday next at St. Paul's College. He is not going to "lecture," but proposes taking his young hearers for an imaginary tour through unbeat tracks in China, the South Sea Islands and the interior of Japan. For this purpose he has had a large number of pictures prepared from photographs he has himself taken in those countries. Mr. Bainbridge has some most interesting material for many works his discoveries among the Chinese, Japanese and Negro, or black, Jews, of whom in all their varied types he has many telling photos, being of very important interest to the world of science. One particularly interesting discovery made by Mr. Bainbridge was a Jewish ark in a Mohammedan mosque in the very heart of China, which the traditions of the mosque proved to be over 100 years old. This ark Mr. Bainbridge secured, after many days of negotiations, and he is taking it home to present to Dr. Adler, the chief Rabbi, together with a petition from the Chinese Jews (who have their synagogues, and carry out all the Jewish rites and ceremonies) for aid in establishing more synagogues. In all these photographs it is most interesting to find the Hebrew type so distinct—especially in the woolly-headed negroes. Mr. Bainbridge, we understand, has been invited by His Excellency the Governor, Sir Matthew Nathan, to lecture on the subject of education—a subject which he is eminently capable of handling, in his most interesting aspect, and his proposal, he has now under consideration. Mr. Bainbridge leaves for India next week.

MESSRS. W. R. Lowry and Co., as sub-agents in Hongkong for the Gunpowere Co. Ltd., oil refiners, of Calcutta, send us a wall tablet for 1906.

A CHINAMAN charged a small boy with assaulting him, by striking him over the head. It was demonstrated that the boy, who described himself as a "butcher," could not reach up to his accuser's shoulder, and then it developed that finding he could not get at the man's head he used a bamboo pole to some purpose. Fined \$7 and bound over in \$100 to keep the peace for 12 months.

WE learn that the Banque de l'Indo-Chine is about to increase its subscribed capital from £24,000,000 to £30,000,000. The new shares will be issued to present holders at the price of £1,000 per share, of which £375 will remain uncalled. The shares are at present quoted at £1,380, so that a considerable bonus is proposed. The scheme is at present before the Government for its approval. The bank, we learn, contemplates opening several new branches, Peking and Tientsin being amongst places selected.

A VERY curious accident occurred this morning at the Central Police Station and may yet have a fatal termination. It appears that about noon, a boy in the employ of one of the members of the Force, Sergeant Kent, was carrying a bottle of lemonade along a cement-laid passage when he fell and the bottle breaking in his hand severed the thumb, which was left hanging by a mere filament of skin. Inspector Gourlay, with the assistance of Sergeant Kent and others, immediately bound up the wound, and then despatched the boy in a chair to the Government Civil Hospital, where he was detained for treatment.

WE cannot predict success for those who want to alter the play of the "no trumps" call in Bridge. The suggestion is that the dealer's game is too easy a one and that it leads to the call being made too frequently as a plunge when sound reasons prescribe a different course altogether. Scientific players may feel that the inner points of the game are overborne by the undoubted temptation which the chance of a well-fitting "dummy" hand always offers. But the proposal that "dummy" should play his own hand without exposure when the highest call has been declared, would simply be the suspension of bridge and the substitution of another game altogether. No "lead" of this kind is likely to have a popular following, for to the majority the "no trumps" call, as played now, is the highest ecstasy of the game, and no situation, one might add, provides a more effective demonstration of its principles.—*Ex.*

EXACTLY how the *Hilda* got on to the rocks, it is almost certain, can never be known. The one surviving member of the crew could only testify as to what was going on some time before—namely, that the captain prudently stood off from the coast, going dead slow and waiting for the air to clear. What followed the witness could not say, since he was below off duty until the shock came. But his testimony is most welcome as to the sequel. The story shows that everyone concerned did his duty splendidly. The captain, officers, and men did all that could be done—and little enough, unhappily, that was—for the women and children, stewards and stewardesses fastened lifebelts on to the passengers; and these behaved marvelously well, the Bretons, for instance, standing in rows under the bridge and putting lifebelts on one another. The last moment in the lives of a hundred and more English and Breton people was one of "wonderful discipline." It is the bright spot in a terrible story.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE FLOWER SHOW.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH":
SIR,—I am again asking you to allow me to use your correspondence column with reference to the approaching Flower Show as the Governor has offered prizes for the best kept gardens in Victoria; on the Peak and in Kowloon and this is the surest way of conveying His Excellency's offer to the community. It will be necessary for owners of gardens wishing to compete, to send in their names to me before January 10th. The judges would make their inspection visits between January 22nd and 27th (inclusive) and would pay special attention to the neatness of the gardens and the evidence of personal care and attention.—I have, etc.

S. T. DUNN.

Hon. Sec., Flower Show Committee,
Botanical and Arborescence Office
Hongkong, 28th December, 1905.

A BRITISH CONSUL FOR INDO-CHINA.

Much more importance than might at first appear attaches to the appointment, officially announced, of a British Consul at Hanoi, the capital of Tonkin. For years past, the British as well as the German and Italian Governments have sought permission for the establishment of consulates in Indo-China, but such permission has been consistently refused throughout; on the ground that Indo-China territory was not a colony, but a protectorate, governed by native rulers, who alone had power to issue an exequatur.

This excuse has, of course, been more diplomatic than real, but it has hitherto always served its purpose, and the permission now granted for the establishment of a Consulate at Hanoi is the more noteworthy, as the French Government has caused it to be known that this privilege, accorded to British interests, is in no way to be regarded as a precedent by other Powers.—*Dr. G. G. G.*

THE RACE MEETING.

AND ROYAL VISIT.

Perhaps one of the most interesting of the details of the visit of Prince Arthur, of Connaught, in February next, was the announcement in our columns the other evening that the Stewards of the Hongkong Jockey Club had definitely decided to hold a sky race meeting on the 15th February. Since then a change has been necessitated owing to the receipt, in the Colony, of a cable to the effect that His Royal Highness will not be proceeding to Canton, whither it was arranged he should go in company with Sir Ernest Satow. We understand that his Lordship the Chief Justice, Sir Francis T. Pigott, as chairman of the Reception Committee, has intimated this fact to the members as a result of which it is probable that the sky race meeting may have to be abandoned. If Prince Arthur arrives here on the 10th February and leaves for the North two days later there would be no necessity for an additional meeting, although if our Royal guest remains in the Colony until the 14th, the races will take place on the 13th, 14th and 15th inst.

Advices, however, have been received from Shanghai notifying the stewards that jockeys will be unable to come here and ride and owners are unable to send ponies to race on the 13th and 14th March as in that event it would be impossible to race the animals again at Shanghai in April. Therefore, the stewards of the Hongkong Jockey Club decided to abandon the idea of holding the annual race meeting on the 1st, 2nd and 3rd March as originally intended, and the date of the fixture will depend upon what announcements are now made in connection with the visit of Prince Arthur to Hongkong.

HONGKONG AN INFECTED AREA.

The Colonial Secretary informs us that the following telegram has been received from the Government of Burma, dated the 18th inst.:—
"Hongkong has been declared an infected area; inform shipping firms."

CRICKET.

The following gentlemen will represent the Paresa Team against the Craygenover:—A. In a match on the 30th inst. N. F. Nalladass (captain), C. B. Mowdalla, F. T. Kanga, J. A. Chinnay, J. J. Vasantha, D. A. Tarapurawalla, S. B. Dattawara, K. Jamahedjee, J. H. Bejonee, F. K. Bakli, and another.

The following will play for Craygenover:—L. E. Lammert (Capt.), M. E. Ayer, J. W. Stewart, J. Dewar, Melvin, L. Vincent, E. Irving, L. A. Rose, J. Fairholm, H. Rapp, E. Rosa and F. Loureiro.

LEAGUE TABLE.		Matches.		Points.	
Club.	Played.	Won.	Lost.	Drawn.	Points.
R. G. A.	6	5	1	0	15
Craygenover	6	4	1	1	13
Army Staff	6	4	2	0	12
Hong Kong Police ..	6	3	3	0	10
H. K. C. C.	8	3	6	1	7
Kowloon	2	2	0	0	6
Civil Service	4	3	1	0	6
R. E.	7	0	6	1	1
3 points—a win.					
1 point—a draw.					

RUGBY FOOTBALL.

ENGLAND-WALES & SCOTLAND-IRELAND.

This match will be played on the Club ground, to-morrow. Kick-off at 4.15 p.m. The team "England and Wales" is as under:—
England, Wales:—Back: H. R. Baker, R.M.; Three-quarters: L. C. Larmour, R.M.; T. E. Pearce, F. R. Barry, R.M., and C. B. Down, R.M.; Half-backs: R. J. Blackburn and G. H. Knowles, R.M.; Forwards: F. W. Goldring, F. C. Hall, R. M. Ranking, J. N. Benbow, R.M., U. M. Kendall, H. F. Hickman, H. J. Woodward, R.M., and H. F. Chard.
The Scotch and Irish team is as follows:—Back, Costigan; Three-quarters: Bateman, Preshaw, Lang (Capt.), and Limpenny; Half-backs: Hannay and Lecky; Forwards: Dillon, Campbell, Bailey, Breen, Brown, Mead, Lloyd and another.

SOLDIERS' CLUB FOOTBALL CHALLENGE.

SHIELD, 1905-1906.
The following is the result of the drawing of ties for the S.C.F.C.S.
First round must be played off on or before January 6th.
Second round will be arranged to take place if possible during last week in January.
R. E. v. Army Staff.
R. G. A. v. H. V. S. Diddam.
H.M.S. Sully v. H.M.S. Tamar.
R. W. Kent Regt. v. Naval Yard.
Secretaries of competing teams will notify Major Kelall, Peak Hotel, not later than the evening of the 31st December, of the date decided on for their tie and time of kick off.

SHIPPING AND MAILS.

MALE DUE.

Indian (*Arratoon*) 31st prox.
German (*Roon*) 3rd prox.
Canadian (*Tahiti*) 3rd prox.
Austrian (*Tahiti*) 5th prox.
Indian (*Kiang*) 9th prox.
The N. G. I. S. S. Co.'s *India* left Singapore for this port this morning, and may be expected here on 5th prox.
The C. P. & O. S. S. *Amoy* left Hongkong for this port this morning, and may be expected here on 5th prox.
The O. S. S. Co.'s *Amoy* left Hongkong for this port this morning, and may be expected here on 5th prox.
The P. & O. S. S. Co.'s *Amoy* left Hongkong for this port this morning, and may be expected here on 5th prox.
The N. G. I. S. S. Co.'s *India* left Singapore for this port this morning, and may be expected here on 5th prox.

TELEGRAMS.

[Renter's.]

Russian Rebels.

STILL UNREBUILT.

LONDON, 17th December.
News from Moscow, dated 16th instant, says that the barricades are extending, and the rebels still unsubdued.
A large force of troops has left St. Petersburg for Lithuania.

The Morocco Conference.

The Sultan of Morocco has refused to agree to Madrid, as the place of meeting for the Morocco Conference, and will agree only to Algiers or Tangier.

Germany and Morocco.

German policy in regard to Morocco continues to be viewed with uneasiness, and even with anxiety on the Continent.

THE HONGKONG VOLUNTEER RESERVE ASSOCIATION.

"HONGKONG" COMPETITION.

This Competition was for a Cup presented by Mr. J. E. Lingham to be shot for on Boxing Day, over the 500 yards range, with a possible of 70. The Association presents spoons to the 2nd, 3rd, and 4th highest scorers. There was a very large attendance, despite the unfavourable weather in the morning, shooting being kept up from 10.30 a.m. to 5 p.m. Mr. J. J. Stubbings was the Cup, while Messrs. Hoskins, Nobbs, and Pidgeon each win a spoon.

Below are the chief scorers.
J. J. Stubbings 70, W. T. Hoskins 70, spoon.
A. P. Nobbs 69, spoon, J. H. Pidgeon 68, spoon, H. Macfarlane 68, J. R. Michael 68, J. C. Gow 67, H. E. Goldsmith 67, W. B. A. Moore 67, J. C. Peter 66, W. T. Edwards 66, A. Mackenzie 65, W. Goodfellow 65, E. W. Dawson 65, A. Jenkins 64, E. J. Gist 64, J. McLane 64, W. H. T. Davies 63, Dr. E. E. Evans Jones 63, J. McCubbin 63, R. E. O. Bird 63, H. R. Phelps 62, T. P. Cochran 62, C. H. Crute 61, Sir F. T. Piggott 61, W. G. Winterburn 61, C. E. H. Beavis 60, L. G. Bird 60, J. S. Lewington 60, H. W. Fraser 58, H. G. Stewart 58, H. Pincney 57, E. W. Terry 57, G. H. Wakeman 56, J. O. Hughes 56, F. O. Reynolds 55, W. L. Carter 53, W. E. Rogers 52, and W. G. Humphreys 50.

NEW RUBBER DEPARTURE.

A HINT FROM BRITISH NORTH BORNEO.

Of the utmost importance to all our tropical possessions is the suggestion made as to rubber planting by Mr. W. C. Cowie, the Managing Director of the British North Borneo Co., in the special and exclusive interview granted to *The Colonist* this month. Briefly put, the position is as follows: Rubber, for which the world's demands are at present in excess of the supply, and whose use increases year by year, is the one product suited alike to almost all tropical countries of ordinary meteorological conditions, and the one article whose cultivation shows the greatest average margin of profit. Wherever its cultivation has been carried on systematically golden results ensue. In the Straits at present the species of rubber cultivated there, put up in "biscuits," fetches to-day over 6s. per lb. It would, therefore, seem the product best adapted for introducing into hitherto undeveloped countries of the tropics lacking other industries, or as a supplement to existing industries. To these advantages, however, there is one great drawback, except where (as in Ceylon) it is cultivated on portions of plantations already existing for the production of other articles, i.e., after planting it takes some six years before it matures and is ready for picking. This undoubtedly acts as a deterrent to large amounts of capital being invested in rubber undertakings, as the average shareholder does not care to have to wait a certain five or six years before he can look for any dividend return, however tiny the outlook may be after that period. To obviate this, Mr. W. C. Cowie has suggested (and we understand his suggestion is receiving serious official consideration by the Court of the Company) that the British North Borneo Co., should "guarantee the interest to shareholders in such Companies, established to cultivate rubber in their territories, for the first five or six years." As the Government of the country, they would, of course, possess full security for the loan interest by their legal power over the Estate and its produce, and the resulting benefit to the country should be enormous. This rubber industry has already been largely responsible for developing a great area in Brazil, a very large portion of British and French West Africa, and the greater part of Central Africa, and is now, remarks, *The Colonist*, revolutionising the Straits Settlements and Ceylon. In Borneo it should, if such an arrangement be carried out, create a great wealthy, powerful and permanent State with a dense and industrious population. But why, the thought at once suggests itself, confine the operators of such a plan to the local Governments and the local Governments adopt it for the regaining of some of our moribund Crown Colonies, such as British Guiana, British Honduras, Sierra Leone, etc., asks our contemporary, which concludes:—

Supporting, for the sake of example, a Company be found in any one of these with a working capital of £100,000, then it is safe to assume that a quarter or a fifth of this would be paid to the Colony for the land (and for the compulsory acquired for the purpose where necessary), and if a 4 per cent. dividend were guaranteed for the first five non-productive years, there would be sufficient money to cover this without asking the taxpayer, either local or Imperial, to contribute a penny. Furthermore, the whole amount, plus interest, would be repaid later, whilst the resulting benefit to these neglected Colonies of having a great and flourishing industry established in their midst would be beyond description. The Colonial Office—one of our few up-to-date institutions under its late and present head—may perhaps think this worth considering.

ISOLATED risings in various parts of the Korean peninsula are reported from time to time. Agitators in a district near Masampo have been giving trouble, and recently thirty of the ringleaders were arrested by the Japanese gendarmes. Perfect peace was restored, says the report.

CHINESE PROPERTY SALE.

A VALUABLE LOT.

LARGE GATHERING OF BIDDERS.

Mr. Geo. P. Lammert's sales room this afternoon was the rendezvous of a large gathering of Chinese magnates and property owners when a valuable lot, comprising Nos. 154, 156 and 158, Wing Lok Street, was put up for sale by public auction. Amongst the best known Chinese in the business circle present were Messrs. Wong (heung) Wai, Ip Cheong Kan, Chau Ying Cheong, Li Po Kwei, Lau Chin Ting, Chau Siu-ki, Ho Tung, Po Sin Lau, Poon Hee Ting, Pun Sing Cheong, U Chai Ping, U (of the Yat Cheong Bank), Tai Chee Ho, Hung Yee Pang and many others. Not less than between sixty and seventy Chinese gentlemen were present. The appointed hour of sale was 3 p.m., but it was quite ten minutes past that hour before the plans of the property from the solicitors arrived at the auction rooms.

The interested bidders evinced much interest in a close examination of the plans of the property, quite a number crowding round Mr. Lammert's little desk in front of him to scrutinise the delineation of the lot on the sale plan. The examination over, the auctioneer directed attention to the condition which stipulated that ten per cent. of the purchase money was to be deposited on the fall of the hammer and the sale completed by the 15th January next. The property was sold unencumbered by mortgages or tenancies, although we understand at one time Mr. Wong Cheong Wai had a first mortgage on it of \$60,000 while Mr. Poon Hee Ting was also interested as the second mortgagee.

Mr. Chau Siu-ki, of the Shiu On S.S. Co., was the first to advance his bid of \$70,000, promptly covered by Mr. Ho Tung's \$85,000. Those were the only offers from these gentlemen who relied from the field of competition, now entered by Mr. U Chai Ping, another gentleman, and the representative of the Yat Cheong Bank. \$85,000 was reached in two successive biddings of \$500 each, but from that figure onward the triangular duel was conducted by \$100 bids; this was the minimum Mr. Lammert would accept. It was evident throughout that the Banker was not to be outdone by his opponents, although as the runner-up Mr. U evinced keen determination; but he attained his maximum when he submitted the offer of \$90,000. Mr. Poon's last bid of \$89,100 secured the property for that gentleman. It is considered to be a fair value according to current market price.

LING CHAU ISLAND.

At the Land Office to-day a piece of land situated at Ling Chau Island, containing 18,295 Square feet, and carrying an annual rent of \$42, was put up for sale by auction, and knocked down to Nip Sung Tsai for \$693. The upset price was \$183.

TROUBLE ON THE "SIMLA."

"BOTTLING-UP" GRIEVANCES.

Before the Hon. Captain Barnes-Lawrence, Marine Magistrate, the inquiry into the circumstances of the complaint of the crew of the British ship *Simla* as to the bad quality of the provisions, and deficiency in quantity, was continued.

It will be remembered that this case was adjourned in order to endeavour to secure the appearance of the steward, who had been the cause of the complaint, as it was alleged, and who had disappeared. Captain Casson, the first witness called, said the steward had not been found, although the Police had made every effort to trace him.

His Worship then asked the complainants if they had anything further to add to the statements they had already made. Patrick McCarthy, an able seaman, said the pork was never up in weight when served out by the steward. He never saw it weighed, but after the captain gave the men permission to see it weighed, there seemed to be more of it served out.

His Worship then said: During the interval between the two hearings I have gone carefully into the matter of your complaint. The provisions on board your ship have been sampled, and stock has been taken of the balance remaining, and I find as follows: The scale of provisions authorized contains no saving clause as to substitutes, and equivalents which is customary, while the scale itself is on antiquated lines. It appears, however, that substitutes, such as Australian meat, marmalade, etc., were served out in lieu of pork and beef in certain proportions, but you consider yourselves hardly dealt with in receiving marmalade instead of butter. The marmalade which I sampled was of good quality, and as there is absence of any clause in the articles of agreement that you were entitled to either butter or marmalade, this complaint must pass. On stock taking it was found that there was a surplus quantity of beef and pork, amounting to 742 lbs., but as against this 828 lbs. of marmalade had been issued in lieu. The other provisions were found to be in right proportion. I attribute the cause of your complaint to the fact that the scale of provisions not containing the customary clause as to equivalents and substitutes, but as the ship was provided with such and they were issued, I am unable to see that you have any grievance on this head. The last witness speaks of the salt pork being short in weight, but can bring no evidence to prove it. If it was short how is it that none of you made complaint sooner? In the case of the sugar as soon as the master was made aware of the deficiency he caused the matter to be rectified, and later when complaint was made concerning the shortness generally the master directed that representatives of the crew were to see the provisions weighed out before issue. It appears to me that you men, instead of coming forward and stating your grievances to the master at the time the cause and make them when proof of your statements is impossible to verify. The only fact that I have to go on is that the issue of sugar was short by 200 lbs. per man from the 4th July until the 19th August, and that being so I award each member of the crew compensation at the rate of one penny per diem during that period. The fee for the examination of the provisions will be borne by the ship, and the sums to the crew will be paid in addition and to be recoverable as wages.

THE REGISTRATION OF PARTNERSHIPS BILL.

DISCUSSION IN SINGAPORE.

A special general meeting of the Singapore Chamber of Commerce was held at Singapore on the 19th inst. in the Exchange Room for consideration of the following resolution:—"That in the opinion of this Chamber the Registration of Partnerships Bill now before Council is not desirable in the trading interests of the Port."

Mr. W. H. Shelford, (Messrs. Paterson Simons and Co.), President of the Chamber, presided. CHAIRMAN'S SPEECH.
The Chairman stated that the meeting had been called in conformity with Rule 23 of the Chamber. The committee had recently issued a memorandum dealing with the history of the whole question and setting forth the views that they had formed upon it. A minority had not agreed with the conclusions at which they had arrived and he had no doubt that some of them would give their reasons for so doing; but the large majority of the committee were opposed to the measure. Of course many of them had, no doubt, been from time to time in favour of some scheme of registration. They had thought that it would benefit their trade and so forth and it had only been when they had examined into the principles on which it was proposed to bring this registration into force that many of them had altered their opinions. Those principles had been before them for a great number of years. The question as a whole had been before them for 20 years. First of all in 1885 a Commission was appointed on the matter of bankruptcy, which also reported on this kindred question of registration of partnerships. A Bill was brought forward in 1888 which Mr. Bonser, the Attorney-General, in introducing stated was "only brought forward in consequence of the wishes of the mercantile community and not from any conviction on the part of Government as to the utility of the measure," also that "the Bill did not propose to make any alteration in the English law except that the penalty for non-registration is loss of claim to the benefits of partnership and on the other hand inability to be sued. He considered these provisions were of the greatest importance because the register must be made conclusive evidence of the constitution of the firm to be of any value." The present Bill was substantially the same as that of 1888. Variations had been introduced with a view towards making the Bill more workable—various objections brought forward by many persons, including the Chamber of Commerce; but in their opinion these variations only made the Bill more objectionable than ever and went to show how impossible the idea of registration of partnerships was for them and for their trade. For example the original intention of the Bill was to make registration a touchstone of partnership—that was to say if a man was not registered he could neither sue nor be sued. An important alteration was introduced in the Bill of 1894 in Section 12 (2) in which were inserted the words "registered under this Ordinance incurred after the date of its registration." That affected the value of the register. Under the original Bill the register was to be the conclusive evidence of partnership—the touchstone and final arbiter. Under the present Bill it would not be a complete record. And if so, what was the good of it? The only result of the Bill would be to prevent them from suing men whom they could prove to be partners but who under this Bill would not be registered. The member of Council representing the Chamber of Commerce and Agriculture, Penang had stated that they were wrong in this respect. He ventured to differ, and he quoted the words of the Sub-section "subject to the provisions of Section 2" in support of his argument. What he would call penal or compulsory clauses had been introduced against those new firms which did not register. The departure from the original principle laid down in the report of 1885 and the Bill of 1888 by the addition of the words he had indicated had resulted in these penal clauses. It was a serious and important departure from the original intention of the Bill and of that Chamber when they first proposed registration of partnerships. He considered it was of the opinion that it amounted to a very serious blow at the freedom of trade in the Colony. Then there was the question of proving identity. The provisions of the Bill were very onerous but he believed insufficient. And if they could not prove identity what was the use of registration? To be cumbersome; the register would require to get affidavits signed before various persons, and there must be heaps of small traders who could not be able to get that done and would probably have to satisfy subordinate clerks and officials in the Registry Office to the encouragement of bribery and corruption, but the success of the Bill turned on the care and accuracy of its administration. The Bill, he contended, was a direct interference with their trade; it permitted the Registrar to send for their books and compel them to register, and he was of the opinion that the Bill was established to see that Penang wanted the Bill because the Official Assignee had stated in his last report that except in the case of one chop there had never been any difficulty in finding out the names of partners in firms in Penang—the great difficulty there had been that they had all run away. They had asked Penang's opinion on the Bill but had got no reply except that they had got registration in Japan, and in any Colony under the English law, and it was better for them not to rush in where there they had feared to tread. He regretted that the Penang Chamber had not joined with them, as closer co-operation between the two bodies would, he was sure, benefit both. Mr. Shelford went on to reply to the statements made by various holders of the post of Official Assignee relative to the arguments that registration of Partnerships would save litigation and consequent work in preventing fraud and lead to an easier collection of debts from foreign places. No real demand, he said, in consequence had been made for registration. The whole question turned on the question of assets. If a business was sound, well looked after, and payments were made regularly, then the European firms were satisfied. Otherwise they could look out for squalls and that was their own look-out. With regard to failures in the Colony, figures were of course very difficult to obtain, but he took the Official Assignee's figures to show either the bulk of

the insolvency of the Colony, or not. If they did not, then the Official Assignee's experience was limited, and he probably argued on a false premise. If they did, then he would examine them. He found that during the past ten years the average liabilities of these had amounted to \$640,000, the net loss on which had been \$400,000, with which 70 per cent. were trade bankruptcies, so that \$280,000 was the net loss of the Colony from failures during that period. There was not a little of evidence to show how much of that was due to non-registration of partnerships. It had been argued that registration would improve the general trade of the Colony. There was no little of evidence either to support that view. The reasons put forward by the Official Assignee were not sufficient for such a revolutionary measure as this. There had been plenty of motives assigned to them for opposing this Bill. It had been said that the larger firms were afraid that the smaller would gain by the passing of the Bill. That was a childish argument; they were all in the same boat. He absolutely repudiated the motive assigned to them. It had been argued that they should have left it to the Legislative Council to put the Bill into shape. One of their last communications with the Government was an inquiry from the latter as to what were the Chamber's views now, and they had stated that by a majority of one they were not able to give an opinion from the Chamber until they had seen the Bill. It was intended for their benefit. If they did not think it was so, all they had to do was to say so; if otherwise they would find the Government only too glad to put it through. The Chairman concluded his speech, amid applause, by moving the resolution as given above.

[Continued on page 7.]

THE BOYCOTT.

A correspondent in a letter recently printed in the *Singapore Free Press* urges the view, a reasonable view, that the Chinese boycott of American goods, for political purposes, has dangers of its own, inasmuch as it represents a movement that must tend to get out of all control, and raise passions that may easily find vent in other directions than that in which it was at first directed. That view cannot be gainsaid, for with popular agitations in which passion or prejudice is appealed to and has free play, it is impossible even for the original leaders to make sure that the movement will not get altogether out of hand and assume new and dangerous phases. The inability of ignorant populations in China to discriminate between Americans and Englishmen, or even other Europeans, must tend to widen the scope of the boycott far beyond its original purpose, and so British interests and trade, and even the safety of person and property, might come to be compromised in a way never for a moment contemplated by those leading Chinese in the North, who first devised the boycott as a mode of protection against the working of the American exclusion law. Our correspondent points out that Australia also has a stringent exclusion law and asks why there is no boycott of Australian goods. The reason, we think, to be this: that the real grievance the Chinese merchants of the North have against the United States is the harshness with which the provisions of the American law are enforced, and the unnecessary indignities to which even wealthy and educated Chinese visiting the United States, are subjected at the ports of entry. That this is the fact is notorious, and it was only quite recently that President Roosevelt issued instructions that every consideration was to be shown towards Chinese passengers landing at United States ports, by the officials whose duty it was to supervise such immigration. The boycott in its original form was intended to be no more than a demonstration which had for its object the raising of public attention in America to what was a deeply resented and not unusual grievance. In an article it appeared in these columns at the time when the United States had acquired its earliest footing in the Philippines, we dealt with the subject of the "Imperial Incapacity of the United States" as compared with Britain, and the ease with which we govern native races. The causes of that incapacity, in our view, was the unfortunate presence of the negro race in the United States, and the resultant antipathy inseparable from the close contact of the two races. That feeling is ineradicable; it is practically universal. And, we may be sure, colours the American relations with all other Asiatic or African races. In the United Kingdom, happily for us, we have no such disability, for we have no negro element in our home population, and so the English official abroad comes into contact with natives without a trace of that instinctive repugnance that is in the very blood of the white American. And we cannot help thinking that the Chinaman, who is also a considerable element in the large seaports of the Pacific coast and elsewhere in the State, is, in American eyes, in no way different from the negro, as far as this feeling referred to is concerned. This is the probable reason why it is against American methods and manners at the Pacific ports that the Chinese passengers have cause to complain. Australia and New Zealand have their Asiatic immigration restrictions, but we have no reason to think that in their working any undue harshness is shown to individuals. To our thinking, the boycott has long ago done all that its devisers could have intended, for the attention of the American Government has been effectively drawn to a matter admittedly calling for redress. But now that the boycott appears to be turned into a punitive method of displaying Chinese political antagonism to the United States, it can only be considered as altogether mischievous, and provocative of almost certain retaliation, as our correspondent affirms. For it cannot be doubted that those who in China would suffer most, by American retaliation would be the very trading classes who had originated the boycott. There is no reason to think that any participation Chinese in the Straits may have had in the agitation would affect the Straits trade with the United States. It is, for instance, inconceivable that the Chicago and Californian packing houses would refrain from buying and using tin-plaids made of Straits tin, just because some local Chinese had refused to buy Waterbury watches or preserved peaches—S. F. Press.

COMMERCIAL.

Quotations for the week close as follows—
Hongkong Banks ... \$860 b. 20s. 10
National Banks ... 338 b.
Union Insurance ... 710 b.
China Traders ... 310 b.
Canton Insurance ... 310 b.
Hongkong Fire ... 330 s. & s.
China Fire ... 88 b.
H. C. & O. Steamboats ... 2 1/2 s.
Indo-China ... 90
Douglases ... 351 b.
China Sugars ... 200 s.
Luzon ... 24 b.
Docks ... 184 s.
Kowloon Wharfs ... 108 s.
Farmhouse ... 127 s.
Hongkong Wharfs ... 210 b.
Hongkong Lands ... 124 s.
Hongkong Hotels ... 140 s.
Humphreys Estates ... 124 b.
Green Island Cements ... 28 s.
Langkats ... 210 s.

70-DAY'S EXCHANGE.

Selling.
London—Bank T.T. ... 209 1/16
Do. demand ... 7 1/16
Do. 4 months' sight ... 2 1/16 1/2
France—Bank T.T. ... 254
America—Bank T.T. ... 491
Germany—Bank T.T. ... 109
India T.T. ... 154
Do. demand ... 7 1/16
China—Bank T.T. ... 714 nom.
Singapore T.T. ... 8 1/2 prem.
Japan—Bank T.T. ... 991
Java—Bank T.T. ... 123
Buying.
4 months' sight L/C ... 2 1/16 1/2
6 months' sight L/C ... 2 1/16 1/2
30 days' sight San Francisco & New York ... 508
1 month's sight ... 512
10 days' sight Sydney and Melbourne ... 2 1/16
1 month's sight ... 2 1/16
6 months' sight ... 63
4 months' sight Germany ... 2 1/16
Bar Silver ... 30
Bank of England rate ... 4 1/2
Sovereign ... 9.87

Today's Advertisements.

LOST.

A PLAID CANVAS OVERALL from A.S.S. CHINA on the 27th instant, marked Mrs. E. B. LEIGH, containing a Wicker Basket with Ladies' Wearing Apparel. Finder will be suitably rewarded by returning same to the Underigned.

MRS. E. B. LEIGH,
Room 171, Hongkong Hotel,
Hongkong, 29th December, 1905. [101]

AN ORGAN RECITAL will be given in ST. JOHN'S CATHEDRAL, ON FRIDAY, January 5th, at 5.30 P.M., by Mr. DENMAN FULLER, F.R.C.O., L.R.A.M.

The first half of the programme will consist of works by the old masters; the second half will be entirely modern.
Violinist ... Herr F. J. Joki.
Hongkong, 29th December, 1905. [1350]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SHANGHAI, MOJI, YOKOHAMA AND KOBE.

THE Steamship "EMPIRE," Captain Helms, will be despatched as above TO MORROV on the 30th instant, at Daylight. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage. This Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon are carried. N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms. For Passage, apply to GIBB, LIVINGSTON & Co., Agents, Hongkong, 29th December, 1905. [1299]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer "OCEANA," FROM ROMBA, COLOMBO AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed. This vessel brings on Cargo:—From London, &c., ex S.S. India. From Australia, ex S.S. Marmora. From Calcutta, ex S.S. Calcutta. From Penang, &c., ex B. L. S. N. and B. L. S. N. Co's Steamers. Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY. Goods not cleared by the 4th proximo, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be admitted. No Claims will be recognised after the Goods have left the Godowns. E. A. HEWETT, Superintendent, Hongkong, 29th December, 1905. [12]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS THE Company's Steamship

"ZIBENGHLA" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4 P.M., FRIDAY, the 29th instant, will be landed at Consignees' risk and expense. This Vessel brings on Cargo ex Gwalior and Tara from Madras and Pondicherry. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents, Hongkong, 29th December, 1905. [1501]

Intimations.

Special Opportunity AT THE ROBINSON PIANO CO., LD.

ONE GETS A POOR RETURN FROM A PIANO IF IT IS A MERE ARTICLE OF FURNITURE OR AN INDIFFERENT MUSICAL INSTRUMENT.

ATTACH AN APOLLO PIANOLA AND ALL MUSIC IS AT YOUR COMMAND.

A CONCERT OR DANCE PROGRAMME AT A MOMENT'S NOTICE.

\$290 UPWARDS.

HIRE OR HIRE-PURCHASE SYSTEM.

RACHALS' PIANOS \$550, formerly \$670.

JUST UNPACKED IN NEW STORE,

BECHSTEIN, STEINWAY KRAUSS, HAAKE, RACHALS, WERNER.

A STOCK UNEQUALLED IN THE COLONY.

HIRE OR CREDIT. Hongkong, 15th December, 1905. [521]

THE DISTILLERS COMPANY LIMITED, Edinburgh, Glasgow, London.

GINs PER DOZEN \$8.00

Old Tom and Dry.

SOLE AGENTS—H. PRICE & CO., 12, QUEEN'S ROAD CENTRAL, Hongkong, 29th December, 1905. [11]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FOR NIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"PYRRHUS"	1st January.	
GLASGOW and LIVERPOOL	"PATROCLUS"	2nd "	
GLASGOW and LIVERPOOL	"SAINT BEDE"	4th "	
GLASGOW and LIVERPOOL	"ANTENOR"	16th "	
GLASGOW and LIVERPOOL	"OOPACK"	23rd "	
GLASGOW and LIVERPOOL	"NINGCHOW"	24th "	
GLASGOW and LIVERPOOL	"ACHILLES"	30th "	
GLASGOW and LIVERPOOL	"PELEUS"	31st "	
GLASGOW and LIVERPOOL	"ALCINOUS"	6th February.	

S.S. "Pyrrhus" left Singapore on the 26th inst., and is due here on the 1st January.
S.S. "Patroclus" left Singapore at daylight on the 28th inst., and is due here on the 2nd January.

HOMeward.

FOR	STEAMERS	TO	DATE
AMSTERDAM, LONDON & ANTWERP	"TYDEUS"	2nd January.	
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	16th "	
AMSTERDAM, LONDON & ANTWERP	"PAK LING"	20th "	
AMSTERDAM, LONDON & ANTWERP	"STENTOR"	27th "	
AMSTERDAM, LONDON & ANTWERP	"SAINT BEDE"	13th February.	
AMSTERDAM, LONDON & ANTWERP	"PATROCLUS"	20th "	
AMSTERDAM, LONDON & ANTWERP	"ANTENOR"	27th "	

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	24th January.	

WESTWARD.

FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TYDEUS"	29th December.	
	"PINGSUEY"	29th January.	

Hongkong, 29th December, 1905.

BUTTERFIELD & SWIRE,
AGENTS.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO	DATE
CEBU and ILOILO	"SUNGKIANG"	30th December.	
SHANGHAI	"YUNNAN"	31st "	
KOBE and NAGASAKI	"OHIELI"	2nd January.	
MANILA	"TEAN"	2nd "	
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, SYDNEY and MELBOURNE	"CHINGTU"	16th "	

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily
qualified Surgeon is carried.Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th December, 1905.



HONGKONG—MANILA.

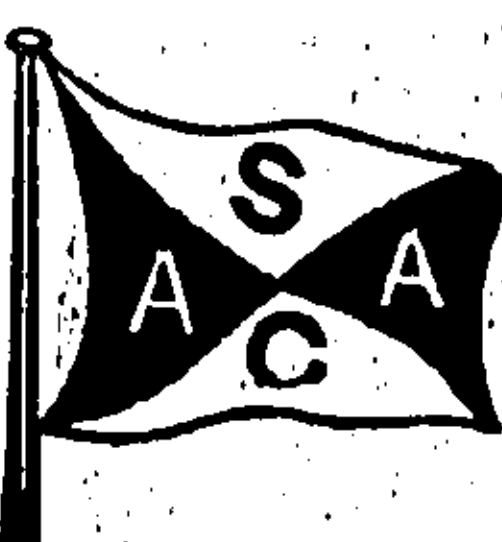
Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon auditions—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For.	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 30th Dec., at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 6th Jan., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 22nd December, 1905.



HONGKONG-NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 23rd December, 1905.

FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

KOWLOON HOTEL.

Cable Address:—CHIEF

J. W. OSBORNE,
Proprietor and Manager.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING LAY"
Captain T. AUSTIN, R.N.THIS Steamer departs from Hongkong on
Week Days at 8 A.M. and on Sundays
at 8.30 A.M. Departs from Macao on Week
Days at 8.30 P.M. and on Sundays at 8.30 P.M.
if tide permits.
FARES—Week Days, 1st Class, including
Cable and baggage, Single, \$5; Return Ticket,
\$10; 2nd Class, \$3; 3rd Class, \$2.50.
Every Sunday will be an Excursion, at the
following rate—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single
Ticket, 50 cents; Return, 10 cents.
Breakfast, Tea and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$5
extra.
First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 9th October, 1905.

STEAM TO CANTON.

The New Twin Screw Steel Steamers
Tons Captain
"KWONG CHOW" 1,300 T. R. MEAD.
"KWONG TUNG" 1,338 H. W. WALKER.
Leave Hongkong for Canton at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).
These Fine New Steamers have unequalled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.Passage Fare—Single Journey...\$4
Meals\$1 each.
The Company's Wharf is a short distance
West of the Harbour Master's Office.
SHU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 23rd August, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA	"LOONGSANG"	SATURDAY, 30th Dec., 3 P.M.
SINGAPORE, PENANG & CALCUTTA	"ONGSANG"	SATURDAY, 30th Dec., 3 P.M.
SHANGHAI	"VIKSANG"	TUESDAY, 2nd Jan., 3 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	SATURDAY, 6th Jan., 3 P.M.

These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

Taking Cargo on through Bills of Lading to Cebu and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 29th December, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship.	Tons.	Captain.	To Sail at Daylight on
"NICOMEDIA"	4,370	Wagmann	December 30th, at Noon.
"NUMANTIA"	4,370	Feldmann	January 7th, 1906.
"ARABIA"	4,480	Messenthin	January 31st, "
"ARAGONIA"	5,190	Ernst	"

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

"GLEN" LINE OF STEAMERS.
FOR MARSEILLES, LONDON AND
ANTWERP.THE Steamship
"GLENMURRET"
Captain R. Webster, will be despatched as above
on or about TUESDAY, the 16th January.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.
Hongkong, 28th December, 1905.COMPAGNIE DES MESSAGERIES
MARITIMES.
FOR
MARSEILLES, LAVERE, ANTWERP.
(DIRECT).Taking Cargo to LONDON with prompt trans-
shipment at Marseilles,
Calling at MANILA, SINGAPORE, PENANG and
COLOMBO.
THE Company's Steamship
"KOUANG-SI,"
Captain Barillon, will be despatched as above,
on or about the 6th February, 1906.
This Steamer has Accommodation for Pass-
engers and carries a daily qualified Doctor.
For information as to Passage and Freight,
apply toG. DE CHAMPEAUX,
Agent,
Queen's Building,
Hongkong, 26th December, 1905.BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.FOR AMOY, STRAITS AND RANGOON.
THE Company's Steamship
"ZIBENGHA,"
Captain F. W. Packham, will be despatched as
above, on SUNDAY, the 31st instant, at Day-
light.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 28th December, 1905.

THE AMERICAN & ORIENTAL LINE.
FOR NEW YORK AND BOSTON.
(With Liberty to Call at the Malabar Coast).THE Steamship
"COULSDON,"
Captain Henry, will be despatched for the
above Ports, on or about TUESDAY, the 2nd
January, 1906.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 8th December, 1905.

FOR SAN FRANCISCO.

THE Steamship
"DAKOTAH,"
Captain Ross, will be despatched for the above
Port on or about TUESDAY, the 16th January,
1906.
For Freight and further particulars, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 28th December, 1905.

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAITS, CHYLOU, AUSTRALIA, INDIA
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.(Through Bills of Lading issued for BATAVIA,
PERMAN GULF, CONTINENTAL AMER-
ICAN and SOUTH AFRICAN PORTS.)
THE Steamship

"CHUSAN,"

Captain H. W. Kenrick, R.N.R., carrying 11
Majesty's Mails, will be despatched from this
Port for BOMBAY, TO-MORROW, the 30th
December, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. "Victoria," 6,312 tons from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.Sils and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. "Plymouth,"
due in London on the 10th February, 1906.
Parcels will be received at this Office until
5 P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 29th December, 1905.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON.

SINGAPORE, BATAVIA.

COLOMBO, INDIA, ADEN.

DJIBOUTI, EGYPT, MAR-

SEILLES, LONDON.

HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.The S.S. "ERNEST SIMONS,"
Captain Bourdon, will be despatched for
MARSEILLES on TUESDAY the 9th
January, at 1 P.M.This Steamer connects at Colombo with the
Australian line as "Nera" bound for Marseilles
via Bombay and Aden.Passage tickets and through Bills of Lading
issued for above ports.Cargo also booked for principal places in
Europe.Next sailings will be as follows:—
S.S. "POLYNESIE".....23rd January.

S.S. "CALEDONIE".....6th February.

S.S. "SALAZIE".....20th February.

G. DE CHAMPEAUX,
Agent.

Hongkong, 27th December, 1905.

Intimations.

MEE CHEUNG,

PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, 18
"In-House" Road.I am now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore
ALL PHOTOGRAPHIC ART PRACTICE
in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a specialty.

Hongkong, 22nd September, 1905.

THE HONGKONG

STUDIO.

HIGHER CLASS PHOTOGRAPHER.

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLA-

GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE.

Hongkong, 11th September, 1905.

Consignees.

PORTLAND AND ASIATIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

S.S. "NICOMEDIA"
FROM PORTLAND (OR) YOKOHAMA
KOBE AND MOJI.THE above steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for Counter-
signature and to take immediate delivery of their
Goods from alongside.Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk
and expense.
No Fire Insurance will be effected by us in
any case whatever.S. SILVERSTONE,
Agent.

Hongkong, 29th December, 1905.

Consignees.

"SHIRE" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.FROM MIDDLEBOROUGH, LONDON
AND STRAITS.

THE Steamship

"MONMOUTHSHIRE"
Captain G. E. W. Smith, having arrived from the
above ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, at Kowloon and stored at Consignees'
risk and expense.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 31st proximo will be sub-
ject to sale.All broken, chipped and damaged Goods are
to be left in the Godowns where they will be
examined on the 31st January, at 3.30 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 28th December, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"JAPAN"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at the Hongkong and
Kowloon Wharf and Godown Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained, as soon as the
Goods are landed.Optional Goods will be landed here unless
instructions are given to the contrary before
Noon, TO-DAY.Goods not cleared by the 1st proximo, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an ap-
pointed hour.All claims must be presented within ten days
of the steamer's arrival, here after which date
they cannot be recognised.No claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 26th December, 1905.

S.S. "POLYNESIE."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London via
Marseilles and Havre, from Hongkong via
Macao, and from Bordeaux via "Ville d'Arles"
in connection with above Steamer, are hereby
informed that their Goods, with the exception
of Opium, Treasure, and Valuables, are being
landed and stored at their risk into the
hazardous and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and God-
own Co., Limited, at Kowloon, whence deliv-
ery may be obtained immediately after landing.Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon TO-DAY, requesting it to be
landed here.Bills of Lading will be countersigned by the
Undersigned, Goods remaining undelivered after
TUESDAY, the 2nd January, 1906, at Noon,
will be subject to rent and landing charges.All claims must be sent in to me on or before
the 2nd January, 1906, or they will not be recog-
nised.All damaged packages will be examined on
TUESDAY, the 2nd January, 1906, at 3 P.M.
No Fire Insurance has been effected.G. DE CHAMPEAUX,
Agent.

Hongkong, 26th December, 1905.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.THE Company's Steamship
"NAMSANG,"
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge of the vessel
on hand after 4 P.M., the 29th instant, will be
landed at Consignees' risk and expense.No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 27th December, 1905.

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND MANILA.THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for Counter-
signature, and to take immediate delivery of their
Goods from alongside.Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk
and expense.No Fire Insurance will be effected by us in
any case whatever.S. SILVERSTONE,
Agent.

Intimations.

CIGARS.

DUTCH CIGARS.

MIXTURE OF JAVA AND BRAZIL TOBACCO WITH SUMATRA COVER.
Well-known brands are—
Mercurio (Cigarettes) Orlanda, Carlo Basso, Flor de Flores, Timosa, Don Alonso, La Bella Rita, Club, Excellente.

HAMBURG CIGARS.

OF BEST BRAZIL TOBACCO.
Roland von Hamburg, Recordslager, Flor de Mondego, Aristocrasia, Hammonia Docks.
Best everything of same origin.

VIRGINIA CIGARS.

OF BEST VIRGINIA TOBACCO.
King Edward, Kaiser Wilhelm.
As smoked by
H.M. King Edward and
H.M. Emperor William.

SOLE IMPORTERS—

LUTGENS, EINSTAMM & CO.,
2, Pedder Street, 2,
Third Floor. Please take the Lift.
Hongkong, 17th October, 1905. [176]

NOW IS THE TIME TO DO YOUR SHOPPING.

NOW ON SHOW.

A LARGE variety of Tom Smith's CRACKERS, Gaudy's CHOCOLATE, in Fancy Boxes, suitable for presentation.
A select assortment of English and French SWEETS, from the well-known makers of London and Paris.
ALSO
Raphael and Tuck's XMAS and NEW YEAR CARDS of the prettiest design.
10% Discount.
H. RUTTONJEE,
No. 5, D'Almeida Street, Hongkong, and
37 and 38, Elgin Road, Kowloon,
Hongkong, 21st December, 1905. [58]

F. BLACKHEAD & CO.,

SHIPCHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS,
AND GENERAL COMMISSION AGENTS.
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAUPTEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES.

Sole agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 7th March, 1905. [14]



Gold Medals PARIS 1889 & 1900

Regd Brand

HARRIS, CALNE & WILTS, England.

REPRESENTATIVES FOR HONGKONG & CHINA,

HOWARD & CO.,

50, Queen's Road Central,

Hongkong.

Hongkong, 19th May, 1905. [579]

BOO CHEONG.

STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cylotype
and Effans Duplicator.
Hongkong, 23rd February, 1905. [64]

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, nor
the OWNERS will be RESPONSIBLE
for any DEBTS contracted by the Officers or
the Crews of the following vessel during her
stay in Hongkong Harbour—
CELESTIO CHIEF, British ship, Captain John
Jones.—Standard Oil Co.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rules of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10c) per single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.,
Hongkong, 19th September, 1905.

THE REGISTRATION OF PARTNERSHIPS BILL.

[Continued from page 5.]

MR. C. MCARTHUR.

Mr. C. McArthur, in seconding the resolution, said that, in theory, registration of partnerships appeared such a simple and effective method of regulating credit that the natural feeling of most people was one of approval of a measure which seemed likely to make business in this respect so much easier to all. A careful study, however, of the Bill and its history, combined with some knowledge of the men at whom it was chiefly aimed, could in his opinion lead to no other conclusion than that the proposed remedy was worse than the disease it was intended to cure. In the objects and reasons for this Bill it was stated that "The arguments which were strongly urged in 1888 have lost none of their force, but have rather gained weight through the increasing volume of trade." With this he entirely concurred, because the arguments which were most strongly urged in 1888 were against the Bill and by men like Mr. Thomas Shillford and Mr. Wm. Adamson, eminently capable of forming a sound opinion on such a subject. It was worthy of note, too, that Mr. Bonser, who drafted the original Bill in 1888 on which the present Bill is framed, "never disguised his fear that any such measure would prove impracticable in this Colony," and said in effect that he saw nothing in favour of the Bill. The reply of the Committee of the Chamber of Commerce to Government in 1892 to the effect that the indifferent application of registration to all classes of trades (for the bulk of whom it was not needed) might interfere with the free commercial development of the Colony held just as good to-day as it did then. The Bill was intended as a measure of protection to the general community against losses sustained by them through firms trading on what might be called fraudulent credit. In many cases of bankruptcy, however, this fraudulent credit was not a contributory cause and such losses the Bill would not prevent. In other cases, where the element of fraudulent credit had obtained, there were other causes, such as absence from the Colony of one or more of the bankrupt partners, that much more seriously and directly contributed to losses, which the most perfect system of registration would neither anticipate nor prevent. In short, again assuming the Bill to be carried out with strictness, it could not be expected to do more than prevent a very small proportion of our present commercial losses by bankruptcy. To attain this end it was found necessary to adopt measures that would entail great inconvenience and irritation to every merchant and trader in the place, present or prospective, amounting in the case of the large multitude of traders to actual hardship. Such objections had been stated in detail in the memorandum issued to members of the Chamber and had been pointed out very lucidly by the proposer of the motion. He need not therefore take up their time by reiterating but content himself by recording his opinion that the effect of such a Bill would be to hamper trade and stifle enterprise. Even if the Bill could be successfully worked to achieve its objects, would not be justified by such sacrifice and risks, and it would prove a burden rather than a benefit to the overwhelming majority it was intended to protect. Every careful business man knew that with a very small reserve for delinquency he could and did cover himself fully against all losses by bankruptcy, whether fraudulent or otherwise. He ventured to think that no reduction in such reserve would be possible even if the registration of Partnerships were carried out successfully. Why therefore should they seek for expensive and irksome control by Government of a matter that was entirely within the control of every careful merchant? It was objected by some that this was the selfish argument of those who from long experience knew how to protect themselves and that the want of this very knowledge deterred new firms from opening here. Those who knew Singapore commercially and who knew how many new firms had sprung up in recent years could scarcely find this a serious reason in favour of the Bill, while as regards the selfishness of the argument he again quoted Mr. Bonser, who in October, 1888, said that "he took leave to doubt whether it was quite within the province of the Legislature to do for the mercantile community what it seemed to him it could as well, if not better, do for itself." In the objects and reasons of the present Bill it was admittedly aimed at Chinese firms. It was not argued by anyone that such legislation was called for except by a small proportion of such firms. If it were in any way possible to restrict registration to the particular small section of the community who required it, nothing could be said against it except that it would probably fail in its purpose. They knew however that such restricted legislation was impossible, and that being so he could not see how this or any amended Bill could fail to cause irritation, inconvenience and hardship to the many, while its possibilities of evasion would render it abortive in its application to the few for whom the legislation was intended. (Applause.)

MR. W. WADDELL'S VIEW.

Hon. W. P. Waddell said that after the very exhaustive remarks by the Chairman and second on this important resolution there did not seem much for him to say on the subject. He thought, however, that as the Bill was to come before the Legislative Council at an early date it was desirable that the views of the representative should be made known. The question to his mind was really one of giving credit, which was a matter for the consideration of each merchant, and he was quite able to protect himself if he chose. The fact was that competition had led to less care being taken in inquiring as to the status of native firms, and people had been too ready to accept statements by wayward men as to a partner without date it was desirable that the views of the representative should be made known. The question to his mind was really one of giving credit, which was a matter for the consideration of each merchant, and he was quite able to protect himself if he chose. The fact was that competition had led to less care being taken in inquiring as to the status of native firms, and people had been too ready to accept statements by wayward men as to a partner without date it was desirable that the views of the representative should be made known.

THE PUBLIC ARE HEREBY INFORMED THAT NO CHANGE HAS BEEN MADE IN THE RULES OF SUBSCRIPTION TO THE HONGKONG TELEGRAPH AND THEY ARE WARNED AGAINST PAYING MORE THAN TEN CENTS (10c) PER SINGLE COPY.

THE MANAGER,
Hongkong Telegraph Co., Ltd.,
Hongkong, 19th September, 1905.

not registering. It was the assets they wanted to get hold of and apparently the law did not enable him to do this if they were out of the Colony. If that was the case, registration of partnerships would not help at all and it would be, far more to the point if they devoted their energies to trying to get the question of assets put right. He did not admit the authority of the Official Assignee to interfere in this matter; his business should be confined to bankrupts and he should not be listened to when he proposed to regulate solvent trade. The condition of trade in the Colony (taking a large view of it) had been quite sound so far, and the fact that merchants had been giving easier terms of credit as time went on showed that they had been able to conduct and extend their business profitably on these lines. If they found cause for complaint he did not suppose they would wait for the Official Assignee or the newspapers to tell them what it was they needed or how they should conduct their business. As the Official Assignee said, there was no demand from the merchants for this Bill. A few might think registration in a general way was a good thing, but closer examination generally convinced them that at any rate this Bill which was substantially the same as all the Bills that had been hitherto prepared, would not benefit them. At any rate those of most experience in the matter had preferred to go on as they were to bear the life they had, rather than fly to others they knew not of. With these few remarks he begged to support the resolution. (Applause.)
[To be concluded to-morrow.]

Shipping.

Arrivals.

Oceana, Br. s.s., 3,507, W. Hayward, R.N.R., 28th Dec.—Bombay 17th Dec, and Singapore 24th, Mails and Gen.—P. & O. S. N. Co.
Chusan, Br. s.s., 3,852, H. W. Kenrick, R.N.R., 28th Dec.—Shanghai 25th Dec, Mails and Gen.—P. & O. S. N. Co.
Bornen, Ger. s.s., 1,344, F. Sembill, 28th Dec.—Sandakan 22nd Dec, Timber and Gen.—M. & Co.
Hong Wan, Br. s.s., 2,060, J. Slaker, 28th Dec.—Penang and Singapore 21st Dec, Gen.—Joo Tek Seng.
Monmouthshire, Br. s.s., 3,297, G. E. Warner, R.N.R., 28th Dec.—London 8th Nov, and Singapore 21st Dec, Gen.—S. T. & Co.
Changchow, Br. s.s., 1,284, H. Walker, 28th Dec.—Chinkiang 24th Dec, Gen.—B. & Co.
Indravelli, Br. s.s., 3,768, S. Collington, 28th Dec.—Chesno 23rd Dec, Ballast—G. L. & Co.
Arcadia, Ger. s.s., 2,534, G. Schmidt, 29th Dec.—Vladivostok 24th Dec, Ballast—H. A. L. & Co.
Teau, Br. s.s., 1,147, W. R. Brown, 29th Dec.—S. T. & Co.
Sillrien, Dan. s.s., 2,312, Thompson, 29th Dec.—Singapore 21st Dec, Gen.—M. & Co.
Nippon, Aust. s.s., 4,000, L. Polich, 29th Dec.—Japan via Shanghai and Fuchow 18th Dec, Gen.—S. W. & Co.
Clearances at the Harbour Office.
Cheufa, for Bangkok.
Tatshun, for Shanghai.
Chusan, for Bombay.
Tientsin, for Shanghai.
Changchow, for Canton.
Lyra, for Moji.
Empire, for Shanghai.
Mr. Struve, for Canton.
Hongwan, for Amoy.
Gard, for Bangkok.
Oceana, for Shanghai.

Departures.

Dec. 29.

Lyra, for Tacoma.
Cheufa, for Bangkok.
Hatching, for Swatow.
Trentmond, for Singapore.
Hanyuan, for Hongkong.
Empire, for Canton.
Shanghai, for Canton.
Rensley, for Nagsaki.
Peking, for Shanghai.
Wingwang, for Shanghai.
Tientsin, for Shanghai.
Tatshun, for Shanghai.

Passengers arrived.

Per Bornen, from Sandakan—Messrs. Kemp, Jones, and 4 Chinese.
Per Monmouthshire, from London—Mrs. Adams, Miss Marchant, Messrs. J. D. Mulvey, E. C. Layard, Mr. Marley, Messrs. Gogg, R. Davies, and 14 Chinese from Singapore.
Per Empire, from Australian Ports—Messrs. W. Watkin, T. W. Wellin, Miss Hack, and Mrs. Kirkby, 2 children and maid, Mr. A. Broughn, Miss W. Anderson, Miss I. Brown, Dr. and Mrs. Ing, Miss Nicholson, Dr. and Mrs. W. R. Reeve, Miss V. Dole, Rev. B. Buxton, Messrs. V. Anderson, W. Austin, W. Moffin, Dr. and Mrs. Wunderlich, Rygate, Miss Hamilton (3), Messrs. R. A. Calwell, O. T. Tamm, H. Pates, W. C. Gomez, I. H. Hears, E. Ges, 131 Chinese, and 12 Japanese.
Per Chusan, from Shanghai for Hongkong—Mrs. Rogers, Mrs. Sturtevant, Messrs. J. C. Hansen, Lewis Plummer, P. Schallhofer, Lung Shen and servant, Chow Ling Toy and servant, Lal Kisan, Pe and servant. For Singapore—Mrs. I. West, for Penang—Mrs. Compton, for Colombo—Mr. A. M. Marshall, Mrs. Stevens, child, infant and servant, Mr. and Mrs. A. R. G. Clark, 1st. K. M. G. Fries, Messrs. J. K. Grant, B. W. Swallow, F. W. Kegel, Mrs. F. Vicajee, infant and amah, Mrs. Vicajee and infant, Messrs. C. B. Kohlar, B. Scabbahaw, F. Bonajee and servant, T. Majima, S. Tamari, T. Jamase, T. Tsuboya, K. Kato, Nakashima, and Mrs. R. H. G. Moore.
Per Sillrien, from Singapore—Capt. Lasep, Evenen, Eugene Lorck.
Per Indravelli, from Chetoo—Major and Mrs. Lawless, Mrs. Collington, Mr. Calne, and 1959 Chinese.

Passengers departed.

Per Australia, for Australian Ports—Mr. F. Denison, Mrs. and Mrs. Blechenden and 4 children, Misses K. and Edith Blechenden, Messrs. R. H. Bruce, Fleming, A. Kopp, Miss Materson, Mr. and Mrs. Mayesha, Mrs. Mead, Messrs. K. Minami, A. Morton, Mr. and Mrs. Oakey, Mr. F. Pullman, Dr. Rennie, Mr. Schondorff, Mr. and Mrs. Shoem, Messrs. K. Tizack, R. Wall, C. White and W. White.

Shipping Report.

Str. Indravelli from Chetoo—Strong monsoon, high sea, overcast sky.
Str. Teau from Manila—Moderate monsoon, cloudy, with showers of rain at intervals, moderate sea.
Str. Bornen from Sandakan—From 12° of N. to the port heavy NW monsoon, with heavy rough sea and misty rain.

Str. Empire from Australian Ports—Leaving Sydney on 6th inst., calling at the usual Queensland ports, arriving at Thursday Island on 14th, Port Darwin on 17th, experienced fine weather, with light variable winds and smooth seas, round the coast of Australia, after leaving Port Darwin light SE winds, with smooth seas, when the NE monsoon increased in force. The ship arrived in Manila on 24th and left again for Hongkong on 26th experiencing a strong NE monsoon with a high beam sea, reaching that port on 28th.

Vessels in Port.

STAMENNA.

Alexander, Am. s.s., 1,285, Cove, 13th Nov.—Cavite 9th Nov, Coal—Order.
Algon, Br. s.s., 4,597, A. Lockett, 17th Dec.—San Francisco via Portland Tacoma and Japan Ports 17th Oct, Flour and Gen.—P. M. S. S. Co.
Arrogo, Br. s.s., 2,307, H. Plough, 24th Dec.—Kutchipsu 19th Dec, Coal—D. & Co., Ltd.
Bourbon, Fr. s.s., 997, Sisac, 28th Dec.—S. 19th Dec, Gen.—W. & Co.
Chusan, Am. s.s., 3,186, D. E. Friele, 27th Dec.—San Francisco 13th Nov, and Manila 25th Dec, Mails and Gen.—P. M. S. S. Co.
Dagmar, Ger. s.s., 925, M. Engelhart, 25th Dec.—Bangkok 17th Dec, Rice—B. & S. Daijin, Maru, Jap. s.s., 899, H. Ohta, 28th Dec.—Tamsui 24th Dec, Amoy 25th, and Swatow 27th, Gen.—O. S. K.
Dr. Hans Jurg Kier, Nor. s.s., 691, H. E. Jensen, 19th Dec.—Hollo 14th Dec, Swatow—Angau & Thorenson Co.
Empress of China, Br. s.s., 3,046, R. Archibald, R.N.R., 19th Dec.—Vancouver B.C., 27th Nov, and Shanghai 16th Dec, Mails and Gen.—C. I. R. Co.
Forsteeck, Ger. s.s., 1,810, T. Tappers, 24th Dec.—Hamburg 11th Oct, Gen.—J. & Co.
Gerd, Nor. s.s., 750, N. C. Halvarsen, 28th Dec.—Canton 27th Dec, Gen.—Order.
Haitian, Br. s.s., 1,183, J. S. Roach, 28th Dec.—Fochow 24th Dec, Amoy 25th, and Swatow 27th, Gen.—D. L. & Co.
Hinsang, Br. s.s., 1,537, W. E. Sauer, 24th Dec.—Java 14th Dec, Sugar—J. M. & Co.
Kalaaga, Br. s.s., 2,164, W. Bude, 27th Dec.—Moji 21st Dec, Coal—M. B. K.
Knivberg, Ger. s.s., 648, H. Lorenzen, 25th Dec.—Chinkiang 21st Dec, Gen.—S. & Co.
Lennox, Br. s.s., 3,361, F. McNair, 25th Dec.—Callao 15th Nov, Ballast—D. & Co., Ltd.
Loongsang, Br. s.s., 1,092, A. E. Sandbach, 25th Dec.—Manila 22nd Dec, Gen.—J. M. & Co.
Machew, Ger. s.s., 995, H. Harjes, 27th Dec.—Bangkok 19th Dec, Rice—Windsor Co.
Mantou, Br. s.s., 2,521, R. J. Work, 23rd Dec.—Newcastle, N.S.W. 28th Nov, Coal—S. T. & Co.
Nam Sang, Br. s.s., 2,591, Geo. Payne, 25th Dec.—Calcutta 9th Dec, via Penang and Singapore 19th Dec, Gen.—J. M. & Co.
Nicomedia, Ger. s.s., 4,372, P. Wagnmann, 24th Dec.—Portland, Or. 14th Nov, Gen.—P. & A. S. Co.
Onsang, Br. s.s., 1,788, J. T. Davies, 26th Dec.—Chinkiang 21st Dec, Coal—J. M. & Co.
Petchaburi, Br. s.s., 1,277, G. Hillmann, 25th Dec.—Bangkok 15th Dec, Rice—B. & S.
Phra Nang, Ger. s.s., 1,021, F. v. Mangelsdorff, 26th Dec.—Anghin 17th Dec, Rice—B. & S.
Shihkuan, Br. s.s., 1,067, J. Cott, 24th Dec.—Saigon 17th Dec, Gen.—Order.
Sungkiang, Br. s.s., 987, Pennefather, 25th Dec.—Hollo 21st Dec, Sugar—B. & S.
Thode Fagelund, Nor. s.s., 4,382, G. Staneford, 15th Dec.—Newcastle, N.S.W. 23rd Nov, Coal—S. T. & Co.
Yathing, Br. s.s., 1,450, T. Sellars, 28th Dec.—Canton 27th Dec, Gen.—J. M. & Co.
Zafro, Br. s.s., 1,618, R. Fodger, 25th Dec.—Manila 22nd Dec, Gen.—S. T. & Co.

SAILING VESSELS.

Celtic Chief, Br. ship, 1,709, Jones, 9th Nov.—Philadelphia, 10th June, Kerosine—S. O. Co.
Otra, Nor. ship, 1,199, F. I. efanes, 24th Dec.—P. Remante 18th Oct, Sandalwood—S. & Co.
Rose, Br. ship, 812, Wright, 10th Nov.—West Australia 4th Aug, Sandal Wood—S. & Co.
Simla, Br. 4-masted brig, 2,087, Casson, 13th Dec.—Cardiff 4th July, Patent Fuel—Naval Yard.

Steamers Expected.

Vessel	From	Agent	Date
Arratoon Apca	Singapore	D. S. & Co.	Jan. 1
Patrolus	Singapore	B. & Co.	Jan. 1
Roon	Singapore	M. & Co.	Jan. 1
Athenian	Japan	C. P. R. Coljan	Jan. 5
Taiyuan	Australia	B. & Co.	Jan. 5
Ichia	Singapore	C. & Co.	Jan. 5
Tjimahi	Kobe	J. C. J. Jan.	8
Kutsang	Calcutta	M. & Co.	Jan. 10
Doric	Japan	O. & O. Coljan	Jan. 10
Nippon Maru	Japan	V. Y. K.	Jan. 12
P. Sigmund	Sydney	M. & Co.	Jan. 12
Emp. of India	Vancouver	C. P. R. Coljan	17

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

Empress of China Keel on Dock.
H.M.S. Ichen
Kaifong
C. Hardou
Poschaw
Kwan Tin

SHANGHAI.

23rd inst.

Wenchow New, Dec. 22.
Hsinchi Old, " 22.
Skuld Old, " 22.
Hunan Tunkado, " 22.

Ships Passed The Canal.

Arrivals at Home—2nd December—Zieten, Leipzig, Superior, Atlanta, (C.R.) 5th Dec; Amber, Brackley, Bengel, 8th Dec; Agamemnon, Stieria Blanca, Slovenia, 8th Dec; Decatur—Para, 12th Dec; Princess Alice, Don of Malm, 16th Dec; Decatur—Salatia, Senia, J. P. Chapman, 19th Dec; Decatur—Normia, Althaga, 23rd Dec; Decatur—Saturna.

Dec. 24. Dec. 25. Dec. 26. Dec. 27. Dec. 28. Dec. 29.

Upstream 30.1
Temperature 65
Humidity 84
Rainfall

Post Office.

A Mail will close for:

Shanghai—Per Oceana, 30th Dec, 9 A.M.
Durban—Per Indravelli, 30th Dec, 10 A.M.
Manila—Per Algon, 30th Dec, 10 A.M.
Bangkok—Per Petchaburi, 30th Dec, 10 A.M.
Cebu and Iloilo—Per Sungkian, 30th Dec, 10 A.M.
Moji, Kobe, Yokohama and Portland, Or.—Per Nicomedia, 30th Dec, 10 A.M.
Europe, &c., India, via Tutuicoria—Per Chusan, 30th Dec, 11 A.M.
Manila—Per Zafro, 30th Dec, 11 A.M.
Macao—Per Hongkong, 30th Dec, 1.15 P.M.
Manila—Per Loongsang, 30th Dec, 2 P.M.
Singapore, Penang and Calcutta—Per Onsang, 30th Dec, 2 P.M.
Swatow, Amoy and Fochow—Per Haitian, 30th Dec, 2 P.M.
Swatow, Singapore and Bangkok—Per Phranang, 30th Dec, 5 P.M.
Shanghai—Per Yunnan, 30th Dec, 5 P.M.
Tientsin and Vladivostok—Per Forsteeck, 31st Dec, 5 P.M.
Swatow, Amoy and Tamsui—Per Dailin Maru, 30th Dec, 5 P.M.
Amoy, Tamsui and Rangoon—Per Zibanghla, 30th Dec, 5 P.M.
Shanghai—Per Yikiang, 2nd Jan., 1906, 2 P.M.
Kobe and Nagasaki—Per Chihli, 2nd Jan., 1906, 2 P.M.
Swatow and Bangkok—Per Machew, 2nd Jan., 1906, 5 P.M.
Europe, &c., India, via Tutuicoria—Per Prima Eitel Friedrich, 3rd Jan., 1906, 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per China, 5th Jan., 1906, 11 A.M.
Iloilo, Zamboanga, Sandakan and Kudat—Per Borneo, 6th Jan., 1906, 9 A.M.
Europe, &c., India, via Tutuicoria—Per Caladonia, 6th Jan., 1906, 11 A.M.
Manila—Per Kubi, 6th Jan., 1906, 11 A.M.
Singapore, Penang and Calcutta—Per Namang, 6th Jan., 1906, 2 P.M.
Europe, &c., India, via Tutuicoria—Per Ernest Simons, 9th Jan., 11 A.M.
Simpsonhafen, Fr. Wilhelmshafen, Herberstein, Matupi, Brabant, Sydney and Melbourne—Per Prima Waldemar, 9th Jan., 1906, 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of China, 11th Jan., 1906, 11 A.M.
Batavia, Cheribon, Samarang, Sourabaya and Macassar—Per Tjimahi, 10th Jan., 1906, 4 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Chingta, 16th Jan., 1906, 3 P.M.
Europe, &c., India, via Tutuicoria—Per Polynathia, 23rd Jan., 1906, 11 A.M.
Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma, Wash.—Per Shawmut, 23rd Jan., 1906, 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Athenian, 24th Jan., 1906, 11 A.M.

NEW YEAR'S HOLIDAYS.

On New Year's day the Post Office will be closed except from 8 a.m. till 9 a.m. There will be no delivery of letters and one collection on Sunday.

The Money Order Office will be entirely closed during the holidays.

Mails for Canton, Samshui, Wuchow and Macao will be closed on week days 7.30 every morning. On Sundays the mail for Macao will be closed at 8 a.m., and that for Canton at 9 a.m.

Mails for Nantam, Sanbus, Kongsong, Kumchuk, Samshui, Wuchow and Canton every evening at 5 p.m. On Sundays the mail will be closed at 9 a.m.

No mail will be closed for Canton on Saturday evening.

On and after 15th July, 1905, the rate of postage on letters from Hongkong and the British Postal Agencies in China to Australia will be at the rate of 4 cents for each half ounce instead of 5 cents as at present.

The rate of postage on letters from Australia to Hongkong and the British Postal Agencies in China will be reduced from 2d. to 3d. for each half ounce.

CHINA COAST METEOROLOGICAL REGISTER.

Bar. Th. Hu. Wind W.

December 27th, 1905, a.m.

Vladivostok, 7 a.m. — — — — —
Nemuro 6 a.m. — — — — —
Hakodate 6 a.m. — — — — —
Tokio 6 a.m. — — — — —
Kochi 6 a.m. — — — — —
Nagasaki 6 a.m. — — — — —
Kagoshima 6 a.m. — — — — —
Oshima 6 a.m. — — — — —
Naha 6 a.m. — — — — —
Ishigakijima 6 a.m. — — — — —
Taihoku 5 a.m. 30.15 — — — — —
Taichu 5 a.m. 30.09 — — — — —
Tainan 5 a.m. 30.08 — — — — —
Koshun 5 a.m. 30.03 — — — — —
Pescadore 5 a.m. 30.08 — — — — —
Guliatwai 9 a.m. 30.49 36 — — — — —
Cuddalore 9 a.m. 30.25 85 — — — — —
Sharp Peak 9 a.m. 30.36 47 85 — — — — —
Amoy 5.30 a.m. 30.08 88 — — — — —
Swatow 9 a.m. 30.09 58 04 — — — — —
Canton 9 a.m. 30.18 50 88 — — — — —
Hongkong 10 a.m. 30.17 61 80 — — — — —
Victoria Peak 9 a.m. — — — — —
Gap Rock 9 a.m. 30.13 — — — — —
Macao 9 a.m. 30.92 64 — — — — —
Manila 9 a.m. 30.13 82 70 WSW 1 c.
Hacelo 9 a.m. 30.13 82 70 WSW 1 c.
Hilo 9 a.m. 30.89 81 — — — — —
Cebu 9 a.m. 30.81 — — — — —
C. St. James 10 a.m. — — — — —

December 28th, 1905, a.m.

Vladivostok, 7 a.m. — — — — —
Nemuro 6 a.m. — — — — —
Hakodate 6 a.m. — — — — —
Tokio 6 a.m. — — — — —
Kochi 6 a.m. — — — — —
Nagasaki 6 a.m. — — — — —
Kagoshima 6 a.m. — — — — —
Oshima 6 a.m. — — — — —
Naha 6 a.m. — — — — —
Ishigakijima 6 a.m. — — — — —
Taihoku 4 a.m. 30.06 — — — — —
Taichu 4 a.m. 30.08 — — — — —
Tainan 4 a.m. 30.07 — — — — —
Koshun 4 a.m. 30.02 — — — — —
Pescadore 4 a.m. 30.09 — — — — —
Guliatwai 9 a.m. 30.26 37 — — — — —
Cuddalore 9 a.m. 30.25 40 93 — — — — —
Sharp Peak 9 a.m. 30.26 50 91 — — — — —
Amoy 4.30 a.m. 30.05 62 04 — — — — —
Swatow 9 a.m. 30.01 58 04 — — — — —
Canton 9 a.m. 30.19 51 85 — — — — —
Hongkong 10 a.m. 30.07

Intimations.

**THE HONGKONG FROZEN
FOOD SUPPLY.**

THE DEPOT OPENS AT 6 A.M.

THE following are in Stock:—

PRIME AUSTRALIAN BEEF.	
MUTTON, LAMB, PORK AND VEAL.	
DAIRY FARM FED PORK.	
Apples, Choice Canadian	0.30 per lb
Australian Oysters, 2½ doz.; bottles \$1.00 per bot.	
do do do	1.00 per
do do do	large bottle
Australian Smoked Mullet	0.50 per lb
do do Schnapper	0.50 "
Bacon, Best Eng.	0.75 "
Bacon, Best Aust.	0.70 "
"Carné" Meat Extract, 2 oz	0.70 per pot.
do do do 4 oz	1.25 "
Capons, Dairy Farm Fed. (dressed) ..	0.75 each.
Chickens do do	0.75 "
Chickens' Livers	0.04 "
Chickens' Gizzards	0.04 "
Ducks, Local (dressed)	0.65 "
Ducks, Wild	0.75 "
Geese, Local (dressed)	1.50 "
Hares, Australian 1st Grade	1.40 "
Ham, Best York	0.70 per lb
Ham, Australian, "Pineapple" "Brand"	0.65 "
(i.e. extra per lb for Ham if cut).	
Honey, Best Aust.	0.60 "
Kidneys, Australian Sheep	0.05 each
Oysters, American (large size, in tins)	2.50 per tin
Partridges, Local	0.75 each
Pigeons, Local	0.25 "
Pigeons, Wild (dressed)	0.20 "
Rabbits, Australian 1st Grade	0.65 "
Rice Birds	1.00 per doz.
Sausages, Australian Frits	0.60 "
Sausages, Own Make (of Aus- tralian Meats)	0.25 "
Tongues, Australian Sheep	0.20 each
Turkeys, Choice Australian (plucked)	0.70 per lb

NOTES.

Orders required to be filled in the Early Morning should be sent in before 3.30 P.M. the previous day.

Orders for NOON should be sent in by 8.00 A.M. the same day.

Orders for 3.30 P.M. should be sent in by NOON the same day.

Hongkong, 21st December, 1905. [988

Make your

XMAS

AND

NEW YEAR'S

PURCHASE

FROM

A. CHAZALON & CO.,

6, Queen's Road, Central.

Just Received.

A Select Assortment of ENGLISH and FRENCH
Confectionery from the best makers of London
and Paris.

MARRONS GLACES
FONDANTS FOURRES
PRALINES
DRAGEES
PATES PECTORALES
NOUGAT
PAPILOTES
CRYSTALLISED FRUITS
FRENCH . CHOCOLATE
CADBURY'S "
LOWNEY'S "
PETER'S "

AT MODERATE PRICES.

ALSO

ASSORTMENT FRENCH BISCUITS, CHAMPAGNE, PORT WINE, SHERRY,
LIQUERS, BRANDY, WHISKY, &c., &c., from the most renowned
Houses in France and other foreign countries.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS.

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

ESTABLISHED 1815.

	Per Case,
BRANDY	\$22.50
"	20.00
"	16.75
WHISKY, FINE MALL	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
" C. P. & CO'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.75
SHERRY, AMOROSO	20.00
" LA TORRE	16.00
BENEDICTINE, D.O.M.	10.00

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE.

DÉPOT

GENERAL HOUSEHOLD

REQUISITES.

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES

Telephone 256

AMATEUR WORK Receives **PROMPT** and **CAREFUL ATTENTION.**
 Hongkong, 16th May, 1909.

SHARE QUOTATIONS

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 4.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN ON CAPITAL.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation.....	80,000	\$125	\$125	{ \$1,000,000 \$8,500,000 \$250,000	\$1,702,728	{ £1 15/- @ exchange 1/104=\$18.0067 for first half-year 1905.....	5 1/2 %	{ \$85 sellers London 29 1/2 \$18 buyers
National Bank of China, Limited.....	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903.....		\$18 buyers
MARINE INSURANCES.								
Anton Insurance Office, Limited.....	10,000	\$250	\$50	{ \$1,600,000 \$147,865 \$91,000 \$189,417 \$200,455 \$206,955	\$211,540	\$20 for 1904.....	6 1/2 %	\$325 sellers
China Traders' Insurance Company, Limited.....	24,000	T\$3.33	\$25	{ \$1,000,000 \$100,000 T\$1,500,000	Nil.	\$4 1/2 for year ended 30.4.1905.....	12 1/2 %	186
North China Insurance Company, Limited.....	10,000	£15	£5	{ \$1,000,000 \$40,000 \$311,453 \$1,043,930 \$1,124,364 \$710,000	T\$1,302,053	Final of 7/6 making 15/- for 1904.....	18 1/2 %	T\$1.921
Union Insurance Society of Canton, Limited.....	10,000	\$250	\$100	{ \$1,000,000 \$40,000 \$311,453 \$1,043,930 \$1,124,364 \$710,000	\$2,330,112	\$40 for 1904.....	18 1/2 %	1710 buyers
Yangtze Insurance Association, Limited.....	8,000	\$100	\$60	{ \$1,000,000 \$218,093 \$2,241 \$1,200,205	\$426,184	\$12 and \$3 special dividend for 1903.....	14 1/2 %	\$170
FIRE INSURANCES.								
China Fire Insurance Company, Limited.....	20,000	\$100	\$20	{ \$1,000,000 \$218,093 \$2,241 \$1,200,205	\$320,047	\$5 dividend & \$1 bonus for 1903.....	8 %	\$88 buyers
Hongkong Fire Insurance Company, Limited.....	8,000	\$250	\$50	{ \$1,000,000 \$218,093 \$2,241 \$1,200,205	\$360,372	\$34 for 1903.....	11 %	\$350
SHIPPING.								
China and Manila Steamship Company, Limited.....	30,000	\$25	\$25	{ \$5,000 \$261,038 \$88,941 \$250,000 \$600,000 \$145,376 \$120,000	\$8,832	\$2 for 1904.....	4 1/2 %	\$23
Douglas Steamship Company, Limited.....	20,000	\$50	\$50	{ \$5,000 \$261,038 \$88,941 \$250,000 \$600,000 \$145,376 \$120,000	Nil.	\$3 1/2 for year ended 30.6.1905.....	10 %	\$35 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.....	20,000	\$15	\$15	{ \$5,000 \$261,038 \$88,941 \$250,000 \$600,000 \$145,376 \$120,000	18,054	\$1 for first half-year 1905.....	8 1/2 %	\$25
Indo-China Steam Navigation Company, Limited.....	10,000	£10	£10	{ \$5,000 \$261,038 \$88,941 \$250,000 \$600,000 \$145,376 \$120,000	£4435	12/- @ 1/104=\$6.2951 for 1904.....	6 1/2 %	\$94 buyers
Shanghai Tug and Lighter Company, Limited.....	200,000	1/2 50	1/2 50	{ \$5,000 \$261,038 \$88,941 \$250,000 \$600,000 \$145,376 \$120,000	T\$1,437,672	Interim of T\$1.2 for 1905.....	8 1/2 %	T\$1.58 buyers
Do. (Preference).....	100,000	£1	£1	{ \$5,000 \$261,038 \$88,941 \$250,000 \$600,000 \$145,376 \$120,000	£58,852	Interim of T\$1.2 for 1905.....	8 1/2 %	T\$1.47 buyers
"Shell" Transport and Trading Company, Limited.....	10,000	\$10	\$10	{ \$5,000 \$261,038 \$88,941 \$250,000 \$600,000 \$145,376 \$120,000	\$929	17/- (Coupon No. 5) for 1904.....	4 1/2 %	231
"Star" Ferry Company, Limited.....	10,000	\$10	\$5	{ \$5,000 \$261,038 \$88,941 \$250,000 \$600,000 \$145,376 \$120,000	\$21,231	\$1.80 for year ending 30.4.1905.....	4 1/2 %	\$52 sellers
Straits Steamship Company, Limited.....	5,000	100	100	{ \$5,000 \$261,038 \$88,941 \$250,000 \$600,000 \$145,376 \$120,000	\$21,231	\$2.00 for 1904.....	7 %	\$140 buyers
Taku Tug and Lighter Company, Limited.....	10,000	1/2 50	1/2 50	{ \$5,000 \$261,038 \$88,941 \$250,000 \$600,000 \$145,376 \$120,000	T\$1,4333	Interim of T\$1.2 for 1905.....	9 1/2 %	T\$1.35 buyers
REFINERIES.								
China Sugar Refining Company, Limited.....	20,000	\$100	\$100	{ \$100,000 \$140,000 none	\$42,812	Interim of \$10 for 1905.....	10 %	\$500
Union Sugar Refining Company, Limited.....	7,000	\$100	\$100	{ \$100,000 \$140,000 none	Dr. \$85,987	\$3 for 1897.....		\$25
Perak Sugar Cultivation Company, Limited.....	7,000	1/2 50	1/2 50	{ \$100,000 \$140,000 none	T\$1,3713	T\$1.21 for year ending 30.9.04.....		T\$1.62 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.....	1,000,000	£1	£1	{ £80,000 £26,411 none	£13,355	Final of 1/- (No. 5).....		T\$1.9 sales
Central Consolidated Mining Company, Limited.....	500,000	£10	£10	{ £80,000 £26,411 none	G \$672,093	Final of 50 cents making G \$1 for 1905.....		G \$161 ex div.
East Australian Gold Mining Company, Limited.....	50,000	£1	£1	{ £80,000 £26,411 none	Dr. £8	No. 12 of 1/- = 48 cents.....		\$4 buyers
DOCKS, WHARVES & GODOWNS.								
Farnham (S. C.) Boyd & Co., Limited.....	55,200	T\$1.100	T\$1.100	{ T\$1,000,000 \$70,000	T\$1,34,024	Final of T\$1.8 making T\$1.13 for 1904/5.....	10 %	T\$1.130 sellers
Fenwick (Geo.) & Co., Limited.....	6,000	\$25	\$25	{ \$250,000 \$58,473 \$10,000 \$200,000	\$8,577	{ \$3.75 for 1904 on old capital First year.....		\$25 buyers \$24
Hongkong & Kowloon Wharf and Godown Co., Ltd.....	40,000	\$50	\$50	{ \$250,000 \$58,473 \$10,000 \$200,000	\$20,422	Interim of \$2 1/2 for 1905.....	4 1/2 %	\$100
Hong Kong and Whampoa Dock Company, Ltd.....	10,000	\$50	\$50	{ \$250,000 \$58,473 \$10,000 \$200,000	\$501,332	\$6 for first half-year 1902.....	8 %	\$163 buyers
New Amoy Dock Company, Limited.....	10,000	\$64	\$64	{ \$250,000 \$58,473 \$10,000 \$200,000	Dr. 10,260	\$1 1/2 for 1903.....	7 1/2 %	\$17
Shanghai and Hongkong Wharf Company.....	32,000	T\$1.100	T\$1.100	{ T\$1,000,000 \$70,000	T\$1,10,711	Interim of T\$1.6 for 1905.....	11 1/2 %	T\$1.210 buyers
Yangtze Wharf and Godown Company, Limited.....	2,500	T\$1.100	T\$1.100	{ T\$1,000,000 \$70,000	T\$1,2,262	T\$1.18 for 1904.....	9 1/2 %	T\$1.160 buyers
LANDS, HOTELS & BUILDING.								
Star House Hotel Company, Limited (Shanghai)...	10,000	\$25	\$25	{ \$14,516 T\$1,34,000	\$9,028	\$2 1/2 for year ended 30.6.1905.....	9 %	\$28 sales
Star House Hotel, Limited (Tientsin).....	2,000	T\$1.50	T\$1.50	{ T\$1,34,000 T\$1,8,000	T\$1,806	Interim of T\$1.5 for year 1905/6.....	8 1/2 %	T\$1.130 buyers
Central Stores, Limited.....	173	\$14	\$14	{ none \$20,000	\$1,502	{ Final of 60 cents making \$1.80 for 1904 None.....	12 1/2 %	\$15 \$100
Do. (Foundry).....	74,000	\$15	\$7 1/2	{ none \$168,975 \$31,087	\$10,126	{ Preferential of 7 per cent for 1904 \$5 for first half-year 1905.....	7 %	\$7 1/2 sales \$150 sales
Long Kong Hotel Company, Limited.....	12,000	\$50	\$50	{ \$250,000 T\$1,20,986	\$37,875	Interim of \$3 1/2 for 1905.....	11 1/2 %	\$125 sellers
Hongkong Land Investment and Agency Co., Ltd.....	10,000	\$100	\$100	{ \$250,000 T\$1,20,986	T\$1,7,202	Interim of T\$1.1.....	15 1/2 %	\$126 sellers
Hotel des Colonies Company, Limited (Shanghai)...	9,000	T\$1.25	T\$1.25	{ \$200,000 \$50,000	First year	Final of \$6 making \$10.....	9 1/2 %	\$60
Hotel Metropole Company, Limited.....	2,000	\$100	\$100	{ none \$50,000	\$11,958	90 cents for 1904.....	7 1/2 %	\$123 buyers
Humphreys Estate & Finance Company, Limited.....	110,000	\$10	\$10	{ none \$50,000	\$3,977	\$3 for 1904.....	7 1/2 %	\$11
Kowloon Land and Building Company, Limited.....	6,000	\$50	\$50	{ T\$1,828,813 T\$1,170,000	T\$1,40,066	Interim of T\$1.3 for 1905.....	6 1/2 %	T\$1.150 sellers
Shanghai Land Investment Company, Limited.....	2,000	T\$1.50	T\$1.50	{ T\$1,828,813 T\$1,170,000	T\$1,670	Interim of T\$1.3 for 1905.....	12 1/2 %	T\$1.45 sellers
Tientsin Hotel des Colonies, Limited.....	1,400	T\$1.50	T\$1.50	{ T\$1,828,813 T\$1,170,000	T\$1,735	Interim of T\$1.3 for 1905.....	6 1/2 %	T\$1.115 sellers
Tientsin Land Investment Company, Limited.....	7,725	T\$1.100	T\$1.100	{ none \$1,247		Interim of \$1 1/2 for 1905.....	6 1/2 %	\$55
West Point Building Company, Limited.....	12,500	\$50	\$50	{ none \$1,247				
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.....	15,000	T\$1.50	T\$1.50	{ T\$1,45,939 \$50,000	T\$1,100,000	T\$1.8 for year ended 31.10.1904.....	18 1/2 %	T\$1.44 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited.....	125,000	\$10	\$10	{ \$50,000 T\$1,100,000	\$23,264	\$1 for the year ending 31.7.05.....	7 1/2 %	\$13
International Cotton Manufacturing Company, Ltd.....	10,000	T\$1.75	T\$1.75	{ T\$1,100,000 T\$1,18,718	T\$1,18,718	Interim of 3 % a/c 1898.....		T\$1.40 buyers
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.....	8,000	T\$1.100	T\$1.100	{ none T\$1,10,000	T\$1,10,000	Interim of 4 % a/c 1898.....		T\$1.54 sellers
Soy Chee Cotton Spinning Company, Limited.....	2,000	T\$1.500	T\$1.500	{ T\$1,5,658 T\$1,22,050	T\$1,22,050	4 % for 1897.....		T\$1.350 buyers
MISCELLANEOUS.								
Anglo-German Brewing Company, Limited.....	4,000	\$100	\$100	{ none \$114	\$20	None.....		\$100
Tell's Asbestos Eastern Agency, Limited.....	8,604	12/6	12/6	{ \$8,000 \$770	\$770	1/5 per share for 1904.....	6 1/2 %	\$7
Campbell, Moore & Co., Limited.....	1,200	\$10	\$10	{ none \$114	\$114	\$1 for 1904.....	6 1/2 %	\$50
China-Bureau Company, Limited.....	60,000	\$12	\$12	{ T\$1,30,000 T\$1,718	T\$1,718	\$2 for 1904.....	10 %	\$10 sellers
China Flour Mill Co., Limited.....	4,000	T\$1.50	T\$1.50	{ none \$1,718		Interim of T\$1.5 for 1905.....		T\$1.80 sellers
China Light and Power Company, Limited.....	20,000	\$10	\$10	{ none \$1,718		None.....		\$0
China Provident Loan & Mortgage Company, Ltd.....	100,000	\$10	\$10	{ none \$1,718		80 cents for 1904.....	8 1/2 %	\$94
Dairy Farm Company, Limited.....	25,000	\$2 1/2	\$6	{ \$25,000 \$2,864	\$2,864	\$1.20 for year ending 31.7.1905.....	7 1/2 %	\$10 sellers
Green Island Cement Company, Limited.....	150,000	\$10	\$10	{ \$400,000 \$500,000	\$95,054	\$2 for 1904.....	7 1/2 %	\$24 sales
Hall & Holt, Limited.....	31,000	\$20	\$20	{ \$180,000 \$7,551	\$7,551	Final of \$1 1/2 making \$2 1/2.....	10 %	\$2 1/2 sales
Hongkong Electric Company, Limited.....	30,000	\$10	\$10	{ none \$2,151	\$2,151	\$1.00 for year ending 30.4.1905.....	6 1/2 %	\$15 buyers
Hongkong High-Level Tramways Company, Ltd.....	1,250	\$100	\$100	{ \$50,000 \$1,196	\$1,196	\$1 1/2 for year ending 30.11.1904.....	7 1/2 %	\$225
Hongkong Ice Company, Limited.....	5,000	125	\$25	{ \$60,000 \$5,556	\$5,556	Interim of \$4 for 1905.....	7 1/2 %	\$235
Hongkong Rope Manufacturing Company, Ltd.....	10,000	\$10	\$10	{ \$20,000 \$1,196	\$1,196	\$10 for 1904.....	7 1/2 %	\$112 buyers
Hongkong Steam Waterboat Company, Limited.....	10,000	\$10	\$10	{ none \$2,500		Final of 50 cents making \$1 for the year.....	7 1/2 %	\$15 sellers
Jane, Crawford & Co., Limited (Shanghai).....	2,500	\$100	\$100	{ none \$2,500		Interim of \$1 for 1904.....	9 1/2 %	\$145
Matschappel to Mill, Bosch en Landbouwerij exploitatie in Langkat, Limited.....	25,000	Ga. 100	Ga. 100	{ T\$1,528,210 T\$1,19,465	T\$1,51,849	{ 4th interim of T\$1.71 paid 15.12.05 making in all T\$1.22 for 1905.....	10 1/2 %	T\$1.250 sellers
Mondon, (E. L.) Limited.....	7,000	T\$1.50	T\$1.50	{ none Dr. T\$1,17,638	Dr. T\$1,17,638	T\$1.5 for 1902.....		T\$1.250 sales
Philippine Company, Limited.....	67,500	\$10	\$10	{ none Dr. P. \$53,619	Dr. P. \$53,619	None.....		T\$1.00 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.....	18,000	\$50	\$50	{ T\$1,800,000 T\$1,108,172	Dr. \$16,455	None.....		\$50
Shanghai Gas Company, Limited.....	16,000	T\$1.50	T\$1.50	{ T\$1,800,000 T\$1,108,172	T\$1,8,012	Interim of T\$1.51 for 1905.....	7 1/2 %	T\$1.120 buyers
Shanghai House Bazaar Company, Limited.....	5,400	T\$1.50	T\$1.50	{ T\$1,45,000 T\$1,25,000	T\$1,2,551	T\$1.6 for 1904.....	9 1/2 %	T\$1.671
Shanghai Poly and Paper Company, Limited.....	4,500	T\$1.100	T\$1.100	{ T\$1,25,000 T\$1,24,820	T\$1,2,551	Interim of T\$1.6 for 1905.....	9 1/2 %	T\$1.150 sellers
Shanghai-Sumatra Tobacco Company, Limited.....	30,000	T\$1.20	T\$1.20	{ T\$1,25,000 T\$1,170,000	T\$1,1,297	Interim of T\$1.2.....	14 1/2 %	T\$1.000 sales
Shanghai Waterworks Company, Limited.....	7,500	\$20	\$20	{ T\$1,170,000 none	Dr. \$17,202	Interim of 15/- for 1905.....	4 1/2 %	T\$1.450 buyers
South China Morning Post, Limited.....	6,000	\$25	\$25	{ none Dr. \$5,688	Dr. \$5,688	None.....		\$20
Tam Lau Laundry Company, Limited.....	20,000	\$5	\$5	{ none \$1,134	\$1,134	50 cents for year ended 31.5.05.....	7 1/2 %	\$160 buyers
Wai Lai Ice Company, Limited.....	2,000	\$100	\$100	{ \$25,000 T\$1,15,493	\$25,000	\$5 for 1905.....		\$160 buyers
Wai Lai Waterworks Company, Limited.....	2,000	T\$1.100	T\$1.100	{ T\$1,15,493 T\$1,4,000	T\$1,1,012	Final of T\$1.1 making T\$1.81 for 1904/5.....	7 1/2 %	T\$1.110 buyers
United Asbestos Oriental Agency, Limited.....	9,000	\$10	\$10	{ none \$2,000	\$2,000	\$2.00 for year ended 31.5.1905.....	10 1/2 %	\$20
Do. (Foundry).....	100	\$10	\$10	{ none \$2,000	\$2,000			\$20
Watson, (A. S.) & Co., Limited.....	90,000	\$10	\$10	{ \$2,000 \$15,000	\$15,000	Interim of 20 cents for 1905.....	8 1/2 %	\$14
William Powell Loan.....	15,000	\$10	\$10	{ \$2,000 \$15,000	\$15,000	Final of 20 cents making \$1.10 for year 1904/5.....	11 1/2 %	\$10 buyers

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